

# *Inland Seas*



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# Peninsula, the Pic River Region, and Modern Marathon

By GRACE LEE NUTE

GUARDING THE little, ultra-modern hamlet of Marathon on Lake Superior's rockbound, lonely, eastern shore, the Peninsula looks down, from its rocky heights, on an island-studded bay. It has watched Indians, French explorers, British traders, French Canadian voyageurs, and travelers of many nations and races come and go during the centuries. It must have been seen by a white man as early as the 1650's, for a map drawn before 1658 and now in Paris<sup>1</sup> shows the general shape of all Lake Superior in fair detail. Before 1670 it was clearly delineated on a map published by the Jesuits<sup>2</sup> and based on Father Claude Allouez' circumnavigation<sup>3</sup> of Lake Superior in 1667.

Just when the first trading post was established in the immediate vicinity of Peninsula Bay is uncertain. None is mentioned by Alexander Henry, a famous English colonial explorer and trader, who visited the mouth of Pic River, some ten miles south of Peninsula Bay, in June, 1775, and reported<sup>4</sup> his impressions of the "Pijitic" River, as he called it; "a band of Wood Indians" living on the river, "who are sometimes troublesome to the traders passing"; and the general aspect of the countryside. By 1790, however, there must have been a fort at the Pic, for Count Andreani, of aviation fame, was on Lake Superior that year and reported

1. Service Hydrographique B 4040. 1. Published in Grace Lee Nute's *Voyageur's Highway*, St. Paul, Minnesota Historical Society, 1941, p. 2.
2. Paris, Bibliotheque Nationale 8695—Geo 2981. Published in Grace Lee Nute's *Lake Superior*, Indianapolis, Bobbs-Merrill, 1944, p. 30.
3. *Early Narratives of the Northwest, 1634-1699*, by Louise P. Kellogg, New York, Scribner, 1917, pp. 93-160.
4. *Travels and Adventures in Canada and the Indian Territories Between the Years 1760 and 1776*, by Alexander Henry; ed. by M. M. Quaife, Chicago, Lakeside Press, 1921, pp. 227-8.



that the Pic district produced "30 bundles of fine peltry." In 1793 a clerk of the North West Company, John Macdonell, mentions<sup>5</sup> "Pic River, where there is a trading Post belonging to Mr. Côté and associates situated within half a mile of our encampment."

This was probably Gabriel Cotté, who with John Grant and Maurice Blondeau was trading on Lake Superior at least from 1779 to 1785 and perhaps earlier and later. Fortunately, a detailed picture of Cotté's post can be formed in our minds because of a document discovered in Edinburgh in 1938.<sup>6</sup> It is an inventory written in French sometime between 1794 and 1804, which describes the buildings and lists their contents. It shows that the cleared land about the post amounted to about 193 feet in width and three-fourths that number in depth. About it stood the "fort," or pickets, nine feet above ground. There were two buildings of Cotté's—a warehouse 36 feet by 12 feet, made of round cedar logs laid horizontally, roofed with cedar bark, and with two little glassed sashes that opened and shut; and the residence, 30 feet by 20 feet, built similarly, divided into two rooms, and with two similar windows. Inside the residence the enumerator found tin plates, tin kettles, a copper kettle, eight goblets, a frying pan, two large wooden platters, twelve chairs, two little tables of poplar wood, a desk of the same material, and "two miserable bedsteads." By the time the inventory was made there were buildings of three distinct periods: Cotté's, the "old firm's," and the "new firm's." The old firm's structures consisted of a shed 24 feet by 15 feet; the "big house," 40 by 21 feet, roofed with boards, and divided into five rooms with eight glass windows and one fire-place; and the stable, 15 feet by 8 feet, which held carefully enumerated tools. The new firm's establishment consisted of a large warehouse, 48 by 18 feet; a "big house," 40 by about 19 feet, a little forge building, and a cellar serving as a powder magazine.

Cotté was succeeded by a trader named St. Germain, perhaps Venant Lemaire St. Germain, who as early as 1777 in partnership with Jean Baptiste Nolin bought the fort at Michipicoten from Alexander Henry. Then came one who has preserved his memoirs of a long and exciting life as a trader for many companies and in many areas as widely separated as the Illinois, the upper Mississippi, and the Albany River regions. This was

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5. *Five Fur Traders of the Northwest*, by Charles M. Gates, Minneapolis, University of Minnesota Press, 1937, p. 90.

6. An anonymous manuscript in the General Register House, Edinburgh.

Jean Bte. Perrault, who served twice in the Pic district—six years for the North West Company, 1799-1805; and again for the winters of 1810-1811 and 1811-1812 for an American trader and for the Hudson's Bay Company respectively. This later sojourn was inland on the Pic River and on the watershed between Lake Superior and the Albany River. Perrault has left several very interesting sketch maps showing the posts and the canoe routes in the region between Lake Superior and James Bay.<sup>7</sup>

Perrault was succeeded in the North West Company post by still another famous trader, Dr. Henry Munro, who was at the Pic post in 1805. From 1807 to 1809 Charles Chaboillez was in charge of the post. He was followed by Alexander MacKenzie, a nephew of Sir Alexander MacKenzie. When Perrault returned to the district in 1810, he found the scion of one of France's great colonial families in his former fort,—Pierre Rastel de Rocheblave, son of Phillippe Rastel de Rocheblave, the governor of Illinois who capitulated to George Rogers Clark in 1778.

In 1812 and 1813 the trader was John Haldane. For the next two years James Grant was there. In 1817 the famous Astorians, Gabriel Franchere and Ross Cox, passed the Pic on their way from the mouth of the Columbia to New York and Montreal respectively. Both mention the fort in their accounts of the trip, Franchere calling it<sup>8</sup> "a small trading establishment," where he dined. Cox says of it,<sup>9</sup> "The house is handsomely situated on the shores of a small bay. A proprietor was in charge. He was on the beach when we approached in shore and on seeing us disembark, he turned on his heel and retreated into the fort. This movement foreboded anything but a hospitable reception; and we therefore pitched our tent, and prepared for breakfast." One of Cox's companions visited the inhospitable gentleman, but not Cox, who left without an invitation to enter.

In North West Company days, especially while its offshoot and rival, the X Y Company, was in opposition, there was quite a complement of

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7. Perrault's reminiscences in French may be found in Henry R. Schoolcraft's manuscripts at the Library of Congress. In translation they have been edited by John S. Fox as a *Narrative of the Travels . . . of a Merchant Voyageur . . .* (*Historical Collections and Researches of the Michigan Pioneer and Historical Society*, vol. 37, 1909-10, pp. 508-619.)

8. *Narrative of a Voyage to the Northwest Coast of America in the Years 1811, 1812, 1813, 1814*, by Gabriel Franchere, New York, Redfield, 1854, p. 348.

9. *Adventures on the Columbia River*, by Ross Cox, New York, J. & J. Harper, 1832, p. 290.



men at the Pic fort. Thus in 1804 there were three clerks, William Harris, Philo Lewis, and Henry Munro; one interpreter, Louis Boileau; and ten voyageurs. Sometime between the years 1812 and 1816 George Nelson was a trader at the post.

A Catholic missionary, Bishop Joseph N. Provencher of the Red River Settlement, visited the Pic fort and baptized one child in 1822. Two years earlier Colin Robertson of the same settlement, one of Lord Selkirk's men, was detained at the Pic a full month by North West Company men on his way to trial at Montreal. This was the period of intense struggle between the Hudson's Bay Company and the North West Company for the control of the fur trade of western Canada, when both sides were seizing their opponents and taking them down to Canada for trial.

In 1823 no fewer than three travelers of note visited the Pic post and have left us their impressions of it: Major Stephen H. Long, Major Joseph Delafield, and Dr. John J. Bigsby. The first two were Americans, the one sent by his government to determine the exact spot where the newly established boundary between British possessions and the United States crossed the Red River of the North; the second representing the United States among the many British and American groups at that time surveying the region between the mouth of the St. Louis River and that of the Kaministiquia River, and along the usual canoe routes inland to Lake of the Woods. Dr. Bigsby was the representative of science among the Englishmen of these groups. Bigsby writes:<sup>10</sup> "The River Peek takes its name from an Indian word, signifying mud, as it pours out an ash-coloured, and when swollen, a reddish-yellow water, tinging the lake for a mile or two round its mouth, and derived from beds of yellow and white clay some distance up the river." Major Delafield describes the Pic as "well-picketed," and with "a capital dwelling house," and refers to "several other houses &c. within the pickets" and to "Mr. McTavish" in charge of the post. This was Alexander McTavish, who was stationed at the Pic in 1821 when he and the post were taken over by the Hudson's Bay Company at the merger of the two rival fur companies. On his return trip along the north shore of Lake Superior Delafield stopped again to visit McTavish, and was given a breakfast of fish and potatoes raised

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10. *The Shoe and Canoe, or Pictures of Travel in the Canadas*, London, Chapman and Hall, 1850, vol. 2, p. 214.

at the post. William H. Keating of Major Long's expedition refers<sup>11</sup> to the fort as a "trading house of the Hudson's Bay Company . . . . This establishment is called the Peek, which is an abbreviation of the term Pekatek, used by the Indians."

In 1827 the man in charge of the fort was Donald McIntosh, whose long report of that year to his Hudson's Bay Company superiors has been preserved in the extensive archives of that corporation in London. It is quoted here by kind permission of the governor and committee of the company. It describes the Black and the White rivers which united to form the Pic River. Today this is confusing, because the White River enters the lake farther to the southeast. Both Perrault and McIntosh, however, seem to indicate that the main Pic River above its junction with the Black was called the White River on occasion.

McIntosh's report describes<sup>12</sup> the mountainous terrain, the barren soil, the Indians, the furs, and so forth. The natives, he wrote, lived chiefly on rabbits in winter and on fish in summer. They made blankets and even capotes of rabbit skins. "The former are wrought with so much art and skill that they are as lasting and much warmer than any European Manufactured Blankets." He describes in detail the Long Lake post, which is in the same trading district but back in the interior. The men at the Pic post "subsist mostly upon Salt Trouts and Potatoes during the winter," he writes. The Indians of the district consisted of 72 men and lads, 50 women, and 116 children. He describes the natives as amiable and docile.

From 1828 to 1830 John Swanston was the clerk in charge of the Pic fort. From 1831 to 1834 Thomas McMurray, a chief trader, was in charge. On May 23, 1832, he wrote to a friend,<sup>13</sup> "I passed an agreeable winter, at this Place . . . No Returns this year in this Dept." The explanation was the disappearance of rabbits, probably in one of their cyclic declines. He mentions his "good wife & bairns." He was in charge again from 1837 to 1841. In 1836 William Clouston had charge. In 1841 Cuthbert Cumming, the son-in-law of McMurray, was appointed to the post. The following year and until 1849 Erland Erlandson was the clerk

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11. *Narrative of an Expedition to the Source of St. Peter's River, Lake Winnipeg, Lake of the Woods, &c.*, London, Whittaker, 1825, vol. 2, p. 179.

12. Hudson Bay Company Archives in London, B. 162/e/1.

13. *The Hargrave Correspondence, 1821-1843*, ed. by G. P. De T. Glazebrook, p. 93. (Champlain Society Publications, Toronto, 1938.)



in the district, with Louis D. de Laronde his subordinate.

In 1843 a young English artillery subaltern, John Henry Lefroy, visited the Pic country on an expedition dispatched to the Hudson Bay territories to make a magnetic survey of those little known regions. Since 1841 he had been in charge of the new observatory in Toronto. He spent eighteen months in the interior and many years later, when he had become General Sir J. H. Lefroy, C.B., K.C.M.G., F.R.S., *et cetera*, he published his diary. It is a strictly scientific document and gives little other information about the countryside and its inhabitants. However, just before his death in 1890, he printed privately his autobiography, which is full of travel incident for this same trip. That document shows that he stopped at the Pic post both on the outward and inward trips. Indeed, he was windbound there from October 16 to 21, 1844. Even on the outward trip he experienced the dangers that beset all travelers on that bleak shore. He stayed behind to make afternoon observations, while his crew went on but were forced to put ashore on Pic Island. There after a tumultuous crossing from the mainland he found them "considerately engaged in erecting a cairn to our memory,"<sup>14</sup> believing that he and his voyageurs could not have escaped death in such a violent sea.

In 1848 Laronde succeeded Erlandson. He was followed by Charles Begg, who remained the post master till the middle sixties at least. The Company's records for the post seem to end about 1865, but an old lake captain at Port Arthur remembers calling at the "Hudson's Bay Post" at the Pic in 1881. This is Captain Harry Nicholson, who will be mentioned again. He recalls four buildings, forming a hollow square, but no stockade. He saw three or four papooses and some dogs, but he found there was a contagious disease prevalent among the residents, and so he did not enter the establishment.

Erland Erlandson was a Dane, who reached England as a prisoner of war during the Napoleonic wars. He entered the service of the Hudson's Bay Company in 1814 as a laborer and lived in the Hudson Bay and Labrador districts until 1841. He was appointed clerk at Michipicoten, to the south of the Pic post, in 1842, was in charge at Long Lake, 1842-43, appointed in charge of the Pic during 1843-45, and of the Pic and Long Lake posts combined, 1845-1849. Sir George Simpson, who kept a sort

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14. *Journey to the Northwest in 1843-4*, by Sir Henry Lefroy, ed. by W. S. Wallace. (*Transactions of the Royal Society of Canada*, sect. II, 1938, p. 69.)



of index to the characters of all his employes, gave him one of his few glowing tributes.

From 1823 to 1825 Lieutenant Surveyor H. W. Bayfield, later Admiral Bayfield, was making the first scientific survey of Lake Superior. His great map, so avidly sought by all early mariners on that otherwise uncharted and treacherous inland sea, has been preserved in its original, manuscript form, at Ottawa. It is interesting to find "Peninsula Harbour" and "The Peninsula" on it in some detail, as well as Pic Island and River, and much information of interest to those now living in or near Marathon, Ontario. Accompanying the main map is a smaller one entitled "Track Survey of the Pic River by Mr. Philip E. Collins Mids<sup>m</sup> and assistant surveyor." It shows the Pic River, with soundings, up to a little distance above the junction with Black River. There, at the junction, the "Woods principally of Tamarac & white spruce" are mentioned. Lower down, on the left bank of the main stream, the terrain is described as "Sandy Cliff." On the right bank, sand dunes are indicated just where they are today; and the fort itself is seen on the site of the Marathon Corporation's buildings. There were obviously six buildings inside one picketed enclosure, but three other adjoining areas seem also to have been fenced in in some fashion. Beside the fort occur the words, "H B Company's Trading Post." A gate is indicated on the river side of the fort.

In 1838-39 a famous Wesleyan Methodist missionary spent the winter near the Pic. This was James Evans, known especially for his work among the Cree Indians northeast of Lake Winnipeg, for whom he invented an alphabet and printed some devotional material. A Hudson's Bay Company chief trader of importance, John McLean, who was Evans' son-in-law, states in his reminiscences<sup>15</sup> that Evans "and his brother missionaries [Thomas Hurlburt and Peter Jacobs, an Indian] began their operations by raising with their own hands, unassisted, a house at the Pic; themselves cutting and hauling the timber on the ice."

Evans's unpublished diary of 1838-39 devotes a few pages to his fearful autumn journeys to Michipicoten and back from the Sault in a bark canoe. The next April he records, "Thurs. 24. Made the Pic Establishment about 8 o'clock where we were most hospitable received & entertained by Mr. Mc Murray the Co. Factor. There are here 120 indians

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15. *Notes of a Twenty-five Years' Service in the Hudson's Bay Territory*, ed. by W. S. Wallace, p. 363. (Champlain Society Publications, Toronto, 1932.)

and 180 at Long Lake many of whom often visit this Fort. The Ind have never been visited by any missionary & are rejoiced almost to tears to learn that they may expect one . . . . I & B<sup>r</sup>. J. spoke awhile in Eng & Ind . . . . promising them a Mission as early as possible." At noon that day he "left the Fort . . . & pulled through a dense fog & against head wind about four miles where we encamped on the worst ground we have found since we left home."

Next morning they crossed, with trepidation, "a bay of 15 miles in breadth & open to the lake." This was surely Heron Bay. Next day they were windbound. Then, on the following morning, "crossed a ten or twelve miles bay all open to the sea . . . When about six miles from our old encampment we perceived a smoke on the point behind us, and in a short time three large Montreal canoes hove in sight. As we carried sail & they carried none, it took them some time to overhaul us but having 15 paddles constantly plying cheered by the boat song, and animated by the idea that they can pass anything like the wind we could see them paddle in rapid motion & even the gentlemen passengers were . . . helping in the chase. The wind falling about 3 o'clock, we honourably laid on our oars & *waited* for them & had the pleasure of dining with my old friends & winter associates once more."

The next July he was back briefly on his way to Canada. He found that since his departure, "the Indians have been visited by the Am. Rom. Priest—who used every persuasion to induce them to be baptized." Even the anxious father of a sick child refused. "God spared the child's life & I had the pleasure of baptizing it with about 16 others before leaving these anxious & attentive people. Never did I see any poor people so thankful for & attentive to the word of life."

Actually there had been two Catholic priests at the Pic during Evans's absence. One was the Austrian, Franz Pierz, on a journey from his post at Grand Portage to the Sault. One sentence of his letter written in German from the Sault on July 2 reads: "Continuing my journey through the Pick and other villages, I baptized several Frenchmen and half breeds, but few adult Indians and their children." The other priest was George Antoine Belcourt, the French Canadian missionary of the Red River Valley, en route from Quebec to his post. He writes, "On rounding the Pic, we met the schooner, the *White Fish*, coming from Fort Williams." At the Pays Plat "we joined a Methodist minister, who had spent the winter *for nothing* at Michipicoten." It is hardly necessary to point out



that the missionaries of different faiths were not precisely cordial to one another even in the wilderness.

In 1847 a young English gentleman, Frederick Ulrich Graham, passed up Lake Superior on his way to hunt buffalo and grizzly bears on the western prairies. Sir George Simpson of the Hudson's Bay Company accompanied his party during much of the Lake Superior journey. Of him Graham wrote,<sup>16</sup> "Governor ran into the Pic Fort about four; and after crossing the bay we dined on a rock." Next morning he wrote, "Friday, May 28th. Off at 3 a. m. Lovely day. A swim in the lake before breakfast . . . We had some fresh meat, having picked up half a calf and some eggs at the Pic."

At the very end of the 1840's Louis Agassiz, the renowned scientist, and quite a party of men passed up the north shore of Lake Superior from Sault Ste. Marie, stopping en route at the Pic. His printed volume<sup>17</sup> reporting this trip states: "The Pic is a post of the Hudson's Bay Company, the smallest of the three on the lake; the name is derived not as we at first supposed, from the pointed hills across the river, but from an Indian word, *Peek* or *Neepeek*. . . . The same word occurs in *Neepegon*. . . . The establishment consists of a number of whitewashed red-trimmed buildings of one story, like the fishermen's cottages of our coast, ranged round a hollow square and surrounded by a high palisade. The ground inside of this courtyard is covered with plank, and a plank road, also enclosed by a palisade, leads up the slope from the river to the gate-way, which is surmounted by a sort of barbican."

By 1850 there were several missionaries on Lake Superior, and a few steamboats and many sailing vessels were bringing miners and some settlers to her shores. Some of the vessels put in to the mouth of the Pic River. After 1858 the *Rescue*, a twin-screw propeller, stopped regularly at the Pic on her trips as a mail carrier between Collingwood and Fort William. The *Ploughboy* also stopped after 1859. There was much prospecting for copper and other metals after 1845. The opening of the American locks at the Sault in 1855 meant that steamboats could now operate between Lake Superior and the lower lakes. Travel by canoe

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16. A diary kept by Graham on a trip to Fort Edmonton in 1847 was published privately in a few copies as *Notes of a Sporting Expedition in the Far West of Canada*, ed. by Jane Hermione Graham, London, 1898. It is a very rare item, and the copy I used was kindly lent me by a member of the Graham family. The entries relating to the Pic are those of May 27 and 28.

17. *Lake Superior*, Boston, Gould, Kendall and Lincoln, 1858, pp. 71-2.

ceased rather abruptly, though occasionally a graceful birchbark vessel, like that of Mrs. Edward Hopkins in 1870, could be seen on the lake. Mrs. Hopkins' oils and other pictures of canoe travel on Lake Superior are deservedly renowned.

By the early 1880's a railroad was being planned along the mountainous north shore of Lake Superior from Heron Bay (between the mouth of Pic River and the Peninsula) to Prince Arthur's Landing, now Port Arthur. There were few habitations and no ports on that rocky arc of shore. Whether the Hudson's Bay Company post at the Pic, which persisted at least till 1865, was still there is problematical. When William Van Horne actually began the task of building the Canadian Pacific Railroad along the north shore, west from Heron Bay, it was necessary to have a dock, to which rails, ties, other supplies, men, and provisions could be taken. Peninsula Bay, because of its great depth and protection from winds, was chosen. Remains of the pier could still be seen when, in the early 1940's, a large paper-pulp plant and a village for the operatives, officials, and others were begun on the same shores. To this pier came the well remembered vessels of many Great Lakes lines, both sailing vessels and steamboats: the *Ontario*, *Ocean*, *Argyle*, *Prussia*, *Kinkadin*, *E. M. Foster*, and many stragglers carrying lumber for bridges and trestles, and rails. Then there were Smith and Mitchell's meat vessels, *The Butcher Maid* and *The Butcher Boy*. Captain Nicholson was master of one of them and remembers well how the cattle and other meat on the hoof were carried by vessel to Peninsula, as the C. P. R.'s main camp on the picturesque bay of the same name came to be called. Here the cattle were driven from camp to camp as required. Slaughtering was done at the destination of the individual animal, and carcasses were wrapped in cheese cloth and hung up on neighboring trees till required.

Captain Nicholson also recalls how the navvies were always passing to and fro, mainly between Port Arthur and Peninsula. Three gangs, it was commonly reported, were required on the railroad job, "one coming, one going, and one on the job."

Besides the dock there was a warehouse at Peninsula; and soon a railroad station went up. Houses mushroomed among the hosts of tents where the business part of Marathon, as the town of the 1940's is called, now is. A hotel was erected. A photograph of this motley village of about the year 1885 is still in existence. Twelve thousand men and 1500 horses were employed in constructing "two hundred miles of engineering



impossibilities," as the indomitable Yankee builder, William Van Horne, termed his job.

Van Horne chanced to be in Ottawa on a seemingly fruitless task of trying to bolster the dying credit of his undertaking, when the second Riel rebellion began in 1885. He was clever enough to see his chance to get public support for his railroad construction. It had taken from March to August in 1870 to ferry troops from eastern Canada to Prince Arthur's Landing and Winnipeg in the first Riel rebellion. Van Horne offered to move them in 1885 in eleven days from Ottawa to Fort Qu'Appelle, far beyond Winnipeg, on two days' notice. His offer was accepted.

Then little Peninsula witnessed an odd sight. Soldiers were brought to the end of the rails in midwinter weather on Lake Superior. The official report comments: "About 400 miles between the west end of the track and Red Rock or Nipigon—66 miles from Port Arthur—had to be passed by a constantly varying process of embarking and disembarking guns and stores from flat cars to country team sleighs, and vice versa. There were 16 operations of this kind in cold weather and deep snow. On starting from the west end of the track on the night of 30th of March the roads were found so bad that it took the guns 17 hours to do the distance (30 miles) to Maggie Camp. On from there to the east end of the track by team sleighs and marching 23 miles further on; on flat cars (uncovered and open) 80 miles, with thermometer 50 degrees below zero. Heron Harbour, Port Munro, McKeller's Bay, Jackfish, McKay's Harbour were passed by alternate flat cars on construction tracks and in teaming in fearful weather round the north shore of Lake Superior. Nipigon or Red Rock was reached on the evening of 3rd of April. The men had had no sleep for four nights." The C. P. R. construction camps, however, had supplied them with copious draughts of coffee and hot food.

Van Horne fulfilled his promise and got the money he needed to complete his railroad. It took twelve million dollars to build the two hundred miles of difficult North Shore track between Heron Bay and Nipigon. Gradually fill-ins replaced the long timbered trestles that were improvised in so many places over otherwise impossible terrain. Building finally came to an end. Transcontinental trains sped past little Peninsula—and few passengers in them or since have dreamed of the drama that the high promontory, the Peninsula proper, witnessed in the 1880's.

Gradually all traces of the railroad construction operations died away. Only a small railroad station, a water tower, a post office, and a very few

houses remained at Peninsula. Just before World War I the place was examined as a possible coaling station, but the idea was given up in favor of Port Munro. After the war a black granite quarry was opened, but it closed during the depression of the 1930's. Finally, during World War II, the building program of the Marathon Corporation, a paper manufacturing company of Wisconsin, was begun. Almost overnight the busy construction scenes of 1885 were re-enacted, as the new village, a hotel, the great pulp factory, and hundreds of residences went up in record time. Though far beyond the reach of roads, the villagers have automobiles and just about everything else that modern man deems indispensable to civilized life, except close physical contact with other communities. For Marathon is truly in the wilderness.

The scenery is awe-inspiring. Wild life is abundant, with an occasional moose and a rare caribou to be seen. Indians are still common. There is a native village still near the mouth of Pic River. Great rafts of pulp logs are towed up coast from the river, and stored temporarily as enormous golden islands out in the bay in front of the village. The Pic River brings down the logs from the vast forests farther inland, toward the height of land between the Albany River and the Pic. The sand dunes at the mouth of the Pic are still a notable feature of that region. In them I have picked up without digging—for they shift constantly—quantities of voyageur pipestems and bowls, fragments of dishes and bottles, beads, animal bones, handwrought nails, and so forth. The site could be a sort of New World "windy Troy" for a modern archaeologist with an urge to explore into the remote past of one of the best known spots, historically speaking, on Lake Superior.





## The Ogoki Saga

*The effect of the diversion of water for the production of power upon lake levels appears to be a debated subject. In this article the Hydro Electric Power Commission of Ontario tells the story of its significant project, the diversion of the Ogoki River so that its waters flow through Lake Nipigon to Lake Superior. In a future issue one of the members of the Great Lakes Historical Society will present his point of view as to the effect of water diversion on shore, land and islands of the lakes.*

—The Editor.

THE PROVINCE OF ONTARIO is almost completely lacking in commercial fuel deposits. Consequently it is dependent upon its waterpower resources for the production of low-cost electricity. The achievements of the Hydro-Electric Power Commission of Ontario in developing these resources have won world-wide recognition, and one of the Commission's most impressive accomplishments is the diversion of the Ogoki River. This river, rising from the Hudson's Bay watershed, has had its flow reversed. It no longer wastes its energy in an unfruitful companionship with the arctic-minded Albany River, but gives its by no means insignificant support to the Great Lakes-St. Lawrence system, the mighty feeder of the power pools of the south.

Following a tortuous course across the vast hinterlands of Ontario, the divide or height of land which separates the two great river systems of Ontario loops around Lake Nipigon, making a present of this fine body of water, renowned as an angler's paradise, to the Great Lakes. To the hydro-electric engineer it was apparent that the value of this gift would be greatly enhanced if Lake Nipigon could be supplied with further substantial tributaries. This would increase the flow through the Nipigon River to Lake Superior and benefit power sites not only locally but throughout the entire course of the Great Lakes and the St. Lawrence River as far east as Montreal.

Early surveys for the Canadian National Railway in the country north of Lake Nipigon had encountered the interlacing of streams flowing in both a northerly and southerly direction. In fact, the divide in this locality consisted only of low gravel ridges so that the streams arising in both watersheds flowed side by side for some distance as if undecided

upon which direction they would ultimately take. These topographical conditions were brought to the attention of the Hydro-Electric Power Commission of Ontario, with the suggestion that hydrographic surveys might disclose possibilities of diverting portions of the Albany River drainage into Lake Superior, and, in particular, part of the Ogoki River into Lake Nipigon.

At that time the Commission was engaged upon the famed Queenston-Chippawa development on the Niagara River, which was to serve the vital interests of southern Ontario where the bulk of the industry and population of the province are concentrated. It was also busy assisting the southern municipalities to complete the organization of their local hydro enterprises, which for the most part operate independently, but under a sort of family agreement buy their power at minimum cost from the Commission and pass it on to their consumers at correspondingly low rates.

In spite of the fact, however, that the Commission for some time had had its hands full in the south, it had not been unmindful of the needs of the north, where, with increasing demands for electrical services, private power companies were operating under obvious handicaps. To meet new requirements in the Thunder Bay area, which contains the important lakehead cities of Fort William and Port Arthur with their grain elevators and flourishing ship-building yards, it had already completed the construction of a generating station at Cameron Falls on the Nipigon River and was contemplating another plant at Alexander Landing further down-stream. The possibility of diverting northward-flowing rivers gave an entirely new slant to the power development picture. Here was an over-all project that would not only be of advantage locally, but, if it could be effected, would benefit the whole hydro system.

Under further examination the outlook broadened. If the project were of sufficient magnitude, it would be welcomed by both Canadian and American shipping interests. Since the loading of vessels is regulated by the shallowest passages they traverse in their port-to-port voyages, the diversion, by raising slightly the levels of the Great Lakes, would enable ships to carry bigger cargoes. A maximum rise of two and one half inches in the levels of the lower lakes, and not nearly so much in the upper lakes, was all that could be expected and that, after a considerable period of time. This, however, would mean an annual saving to the shipping companies of a considerable amount of money—since estimated in some quarters at \$1,000,000.



During 1924 and 1925 the Commission's engineers made a thorough reconnaissance of the watersheds north of Lake Nipigon and explored all the possibilities. As the diversion of parts of the Ogoki and Kenogami Rivers—both tributaries of the Albany—seemed a feasible scheme, the proportions of the undertaking were developed and plans drawn up. For the moment, with so many vital developments requiring attention in the south, the Commission was not prepared to proceed further.

In 1938 the Commission began the scheme by carrying out a partial diversion. This was regarded at the time as a minor undertaking. But it proved to be of vital importance during the war and it laid the foundations for new power developments now being carried out in the Lake Superior district.

After passing around Lake Nipigon, the divide of land continues to bend south until it reaches a point some thirty miles north of Schreiber, a town located on the shores of Lake Superior about one hundred and thirty miles east of Port Arthur. Then it heads north again, making a hairpin loop to include Long Lake in the Hudson's Bay drainage. Out of Long Lake flows the Kenogami River which, after many miles of meandering through desolate country, finally joins the Albany.

To effect the diversion a concrete control dam was built across the Kenogami about fifteen miles below the outlet of Long Lake. By this means Long Lake was made a storage reservoir for fifty-three and four-tenths square miles of water which found a new outlet through a channel five and one half miles long built through the divide. Five and one-half miles south of what was once the upper and is now the lower end of Long Lake, another dam was built to regulate the flow of water into lakes and streams feeding Lake Superior.

The immediate purpose of this comparatively small diversion was to assist lumbering operations by enabling pulpwood from the upper Kenogami watershed to be transported economically to mills on Lake Superior. It was destined to play a much more impressive role when, in the early stages of the war, it was necessary to negotiate for more Niagara power.

At the beginning of hostilities, it was obvious that Ontario, and especially heavily-industrialized southern Ontario, would be called upon to assist the national effort by very substantial contributions in munitions and arms. This meant vastly increased demands for electric power which were bound to tax the capacity of existing plants and necessitated further installations. Additional generating equipment was of no value unless

the water was available to operate it, and under the circumstances, it was apparent that this signified the utilization of additional flow at Niagara.

Now hydro-electric engineers, whether they be Americans or Canadians, cannot take water out of the Niagara River for power purposes just at will. With a thought to preserving the grandeur of the world's prize waterfall, agreements have been entered into between the governments of the Dominion and the United States, providing for the maintenance of certain levels in the upper river. Hydro has to have a good case whenever it wishes to take more water from Niagara. As far as the Dominion government was concerned the Commission had an excellent case. But the consent of the American government was also necessary. It was still only 1940 and the United States was not yet in the war. Washington would have to be approached and there was no time to lose.

As might have been expected, Washington adopted a friendly and neighbourly attitude. Before giving its consent it wished to be sure that the proposed Ogoki diversion held promise of success and that it would offset the additional flow taken from Niagara. The Commission was able to point to the Kenogami diversion—now completed—which, although on a much smaller scale, involved much the same construction problems as the Ogoki, and, as an earnest of its intentions, agreed to send almost immediately a flow of about 1,100 cubic feet of water per second racing into Lake Superior from Long Lake. That settled the matter. The construction of a new generating station at DeCew Falls near St. Catharines in the Niagara district and the Ogoki diversion scheme were undertaken simultaneously.

The Ogoki River flows into the Albany River about 250 miles west of Fort Albany on James Bay. Some 120 miles up the Ogoki and approximately 35 miles almost due north of the northeast corner of Lake Nipigon are located the Waboose Rapids. It would have been a spectacular performance to have built a dam at this point sufficiently high to have backed the waters of the Ogoki, which gathers its flow from a watershed 5,545 square miles in area, right over the height of land into the Great Lakes basin. It would have been an equally showy job to have omitted a dam altogether and to have excavated channels long and deep enough through the divide to effect the diversion. But hydraulic engineers must consider economical factors; and favourable topographical features had suggested a more practical and much less costly plan.



All that was needed was a dam high enough to raise the levels of the Ogoki River 40 feet in order to flood its water back over a gradual slope to the height of land. North Summit Lake on the James Bay watershed was separated from South Summit Lake on the Great Lakes side by low gravel ridges and a comparatively short diversion channel would connect the two. The diverted water, after passing a control dam, would find its way through a series of lakes into the Jackfish River and thence to Lake Nipigon. Construction on these lines in spite of its magnitude would be a comparatively easy job for experienced hydraulic engineers.

The dam built at Waboose is over 1,700 feet long. It rests on solid rock, with a maximum height of 50 feet above the original river level. It contains approximately 40,000 yards of concrete and is designed to withstand water, ice and uplift pressures. Twelve sluices, 16 feet wide and controlled by stop-logs, are provided and when fully open will discharge about 50,000 cubic feet per second, or more than twice the estimated maximum flood flow. In case of any delay in removing the stop-logs, an emergency discharge is provided for by leaving part of the crest of the dam at normal high water level.

To close off low spots in the upper contours of the reservoir formed by the flooding back of the river, auxiliary dams of the earth-fill type are located one-half mile and one and one-half miles east of the main dam, respectively. The sites of both these dams were stripped of forest litter down to firm ground to provide a proper foundation for the fills. Auxiliary dam No. 1—the most important of the two—is about 2,600 feet long and is provided with a diaphragm of creosoted 3-ply timber sheet piling to provide a positive seal.

The new reservoir or lake created by the damming extends up the Ogoki River for 30 miles from Waboose Dam, providing about 400,000 acre-feet of storage capacity. From Mojikit Lake, as part of this reservoir is now known (formerly it was only a creek), the water passes to North Summit Lake through a channel which was improved by the excavation of part of an island. This island would have interfered with flow. From North Summit Lake the main diversion channel through the height of land to South Summit Lake is 80 feet wide and about 15 feet deep. It required about 50,000 cubic yards of excavation, almost entirely through muskeg and gravel.

About 200 feet south of the end of the diversion channel stands Summit Control Dam, built on a ridge of rock across the upper end of South

Summit Lake. This structure is designed to control the amount of water diverted through the divide into the Great Lakes system. After passing through the control dam, the diverted water enters South Summit Lake, the first body of water on the Great Lakes watershed. Once past this lake, the water flows freely through lakes and natural channels to the Valley of the Jackfish River which carries it over a series of rapids to Lake Nipigon.

The preparation of the Jackfish valley to handle the increased flows was a tricky planning job and was complicated by the presence of a railway bridge which carried the transcontinental line of the Canadian National Railway across the river. As it was not feasible to adapt the existing structure to suit the enlargement of the valley, it was necessary to construct a new bridge and to excavate under it a channel which would not be affected by erosion.

The problem presented proved a real test for the Commission's engineers. The diversion scheme in all its details had been carefully planned years before; but now immense quantities of war-time freight were passing over the old railway bridge and no work could be undertaken which might involve the slightest possibility of impairing its stability or of interrupting traffic for even a day or two. Other Canadian lines were congested with freight and troop trains and any temporary detour arrangements would be frowned down by the military authorities. The building of the new bridge and the excavation of the channel had to be carried out simultaneously in sectional operations which involved the most exact timing and co-ordination.

By locating the new bridge structure a sufficient distance from the old bridge, it was possible to excavate the southerly portion of the channel to a point north of the new bridge location but still sufficiently south of the old structure to prevent any disturbance or damage to the latter. During this period, foundations for the new bridge were built and, following completion of these, the new steel structure erected. After the relocation of over a mile of approach track, traffic was then diverted over the new bridge and the old structure dismantled, thus permitting completion of the excavation of the northerly half of the channel. The channel actually excavated was 50 feet wide and 1,000 feet long and was designed for high velocity flows. It involved the removal of about 515,000 cubic yards of overburden and some 105,000 cubic yards of rock.



On the west side of the river, where the slopes were low, a concrete training wall had to be built.

As far as the bridge was concerned, steel was in short supply for anything but guns and shells. By marshalling all the material it could devote to the purpose, the Canadian National Railway was able to supply second-hand from stock 95 percent of the 735 tons of steel required while the remaining 5 percent was purchased. The losses from critically valuable stocks were recouped when the old bridge was dismantled. The easterly footings of the bridge in the vicinity of the new channel are founded on solid rock, but in the valley bottom and up the west bank it was necessary to support the bridge piers on concrete piles driven to rock bottom through the deep overburden.

The Ogoki diversion, from a power point of view, is equivalent to a major plant development and it was effected at about one-tenth the cost. Together with the Long Lake diversion, it is expected ultimately to furnish an additional 360,000 horsepower for power developments along the Great Lakes-St. Lawrence system, while benefiting navigation throughout the busiest waterways of the world.

It should be added, in conclusion, that the Ogoki diversion has nothing to do with this year's phenomenally high water in the lower lakes. Measurements show that, up to the present, it has raised their levels only about five-eighths of an inch. And Ogoki is a reversible project. By means of its control arrangements, the Commission can return flow that is not required in the south back again to the north.

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## Lauchlen Maclean Morrison, Captain on the Great Lakes<sup>1</sup>

By NEIL F. MORRISON

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THE ASSOCIATION of my paternal grandfather, Lauchlen Maclean Morrison, with the Great Lakes began in 1857 and ended only with his death in 1926. About fifty years of this time he spent as an active sailor on the great inland seas of North America. What changes he must have witnessed in the development of our two great countries and what a story he could have written!

Lauchlen Maclean Morrison was born in the Isle of Mull off the west coast of Scotland in 1837. His father was Niel Morison (the only spelling of the name grandfather would tolerate) and his mother Helen Maclean Morison. Grandfather was born when his mother was 28—she lived to be 95. He was particularly proud of his Maclean ancestry which he could trace back for some centuries. A souvenir of his Morrison ancestry is a drinking horn carried by a forbear, Rory Morrison, at the battle of Culloden Moor (1746).

The Isle of Mull is a poor, hilly, pastoral country, and very rainy. It held little attraction for young Lauchlen Maclean Morrison, who in 1854 ran away to sea. For a year previous he had been sailing on a smack at home. His trips were made to the Mediterranean from which they brought fruits, marble, etc., to England.

On his second trip he came close to an encounter with pirates. The swell of the Mediterranean carried them over to the African coast, where pirates had boarded a Dutch vessel and had cut off the ears and tongues of the crew. However, an offshore wind carried them out to sea and no damage was done. On their way back between Capes St. Vincent and

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1. Based on a prolonged conversation two months before his death, together with information from my uncle, Lauchlen P. Morrison of Corunna, Ontario, and Port Huron, Michigan; my mother, Mrs. James D. Morrison of Corunna, Ontario, and Captain George Findlay of the Imperial Oil Limited, Sarnia, Ontario.

Finisterre, they encountered a ship carrying a murderer. He had been caught asleep on watch, for which offence the captain threw a pail of salt water over him. He retaliated by stabbing the captain to death and followed this up by going down into the hold and stabbing the mate who was in bed. Only three men besides the murderer remained alive on that ship when the rescue party boarded her. The murderer killed himself rather than be taken alive. The ship, which was carrying grain from Russia to Ireland, finished the trip under the command of the mate of grandfather's ship and two of her crew.

Another adventure of his brief ocean career was when they found a ship on which the crew had mutinied. Not a person remained aboard the ship and this must go into the record as one of the unsolved mysteries of the sea.

The sailor of today eats well, but on the ocean in grandfather's sailing ship days it was very different. Salt pork was the diet for months on end, with hard tack for variety. These "delicacies," livened up with maggots, they had to eat, because there was nothing else available. Small wonder it was that he sickened of the life of a salt water sailor. When, back from a voyage, he arrived at Bristol, a letter from his family awaited him to the effect that they were in Glasgow ready to start for Canada. The young man decided to join them and shipped from Glasgow for America on board a lumber vessel. That was in 1856.

Arriving at Quebec City, he ran away from the little brig which had brought him across the ocean and walked to where his people were stopping at the home of an uncle, Peter Morrison, in the County of Glengarry, Upper Canada (now the Province of Ontario), a distance of about 200 miles. The news of the conclusion of the Crimean War preceded his arrival there. After a year's service on the lakes, he bought his parents a farm in the Township of Finch, County of Stormont, Upper Canada, and there they spent the remainder of their days.

In the spring of 1857, Lauchlen Maclean Morrison, then twenty years of age, sailed out of Oswego, State of New York, on the sailing vessel, *Albion*, trading with Chicago. He worked on the ship all season for \$20.00 a month and in the winter returned to Finch to assist in clearing his parents' farm. This winter occupation he continued in season until his travels took him to Lake Superior about 1860. It was very likely on his first trip up the St. Clair River in 1857, that he was attracted by the beautiful location on the Canadian shore opposite the head of Stag



Island, and determined some day to establish his home there. Some years later, he realized his ambition, and this has been the family home at Corunna for over seventy years.

The 1860's saw the young man in the "copper country" of Northern Michigan, where he ran the tug which hauled the mud scow in connection with the dredging of the canal to Portage Lake. His marriage to Mary Donaldson took place in 1861. They remained in the copper country for some years and there their eldest son, Lauchlen P. Morrison, was born, in June, 1868.

The mining interests with which Lauchlen Maclean Morrison was associated transferred their activities to Silver Island on the north shore of Lake Superior, near present day Port Arthur, Ontario, and he left to go there in 1870. The boat they were to take from the Sault, took fire, delaying them until spring. While there my father, the late Captain James D. Morrison, was born on November 17, 1870. Grandfather put his time at the Sault to good use, running the level and transit in a survey party for one of the locks. For this, he received \$7 a day which was big pay for those days.

At Silver Island, in the spring of 1871, Lauchlen Maclean Morrison became general surface superintendent for the new and rich silver mine. His duties involved construction of the cribs that surrounded the point in the lake known as Silver Islet.<sup>2</sup> The silver deposit was under the bed of Lake Superior. These cribs were necessary to furnish foundations for the landing barges that brought the ore from the mine. He also constructed the stamping mill and the power house to run it. Besides this, he was captain of the company's tug that was used for towing and as general dispatch boat between Silver Island and Prince Arthur's Landing (now Port Arthur, Ontario). He and his brother, Donald Morrison, comprised the entire crew. He was also game warden at Silver Island, but this was a difficult position for a man so fond of venison.

Captain Morrison showed his versatility when the steamer, of the Beatty line, put into Silver Island for repairs after a slight collision. Although not a diver, he put on a diver's suit, went under water and put a patch on the vessel, so that she was able to complete her trip to Sarnia. Later, he was to become captain of the same steamer, *Manitoba*.

Personal reasons led to the departure of the Morrison family from

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2. The settlement was Silver Island, the mine Silver Islet.

Silver Island in the fall of 1875. During their stay a third son was born November 7, 1872. This son, Neil L. Morrison, also became a captain on the Great Lakes, but met accidental death on his ship, the *Acadian*, in port at Kingston, Ontario, August, 1911.

The head of the Morrison family had never forgotten that Corunna location and it was there they went in the fall of 1875. At Corunna they settled on two hundred acres which Captain Morrison had purchased, the same land which he had eyed so eagerly nearly twenty years before on his first trip up the lakes. Then the land was forested, but by 1875, considerable clearing had been effected.

Captain Morrison started off as a scientific farmer, but within a very few years he was back on the lakes as captain of the same *Manitoba*. His family, enlarged by the arrival of William, now Dr. W. R. Morrison of Billings, Montana, and Barbara, now Mrs. William Allingham of Corunna, grew up on the farm just north of Corunna. The farm became synonymous with work, which Captain Morrison believed was good training for young folks.

After a term on the *Manitoba*, Captain Morrison transferred to the larger Beatty steamer *Ontario*, also running to the head of the lakes. It is somewhat difficult to follow his various moves, but it is certain that during Canadian Pacific Railway construction days he was running a tug on the north shore of Lake Superior for the Reid construction interests of Newfoundland. His knowledge of Lake Superior was almost uncanny, for he knew its every bay and cove. Navigators in those days had to be well versed in the application of astronomy to their needs, and in this he took special delight. Some of my own boyhood recollections are of him studying the heavens through his telescope.

Robert Bruce Cruise, now of Windsor, who sailed with Captain Morrison on the *Ontario* in 1882, has supplied information pertaining to that season. A noteworthy event was the transportation of a large detachment of the Royal North West Mounted Police from Toronto via Sarnia (Point Edward) to Duluth, thence, to the Canadian West by way of St. Paul. This routing was necessary because the Canadian Pacific Railway had not then been completed. Routine business of that season for the *Ontario* was the transportation of oats and baled hay from the ports of Sarnia, Goderich, Kincardine and Southampton to Prince Arthur's Landing for use in connection with the construction of the C. P. R. The steamer also brought up oxen for work purposes to the

head of the lakes and live cattle to furnish fresh meat. These cattle were subsequently driven along the railway then under construction out of Prince Arthur's Landing and slaughtered at various points along the line for immediate use.

Prince Arthur's Landing of 1882 Mr. Cruise remembers as having a very temporary appearance, consisting as it did of a log bank, a store or two, some hotels and a few houses. Some of these dwellings were of frame and some of log construction.

The association of Captain Lauchlen Maclean Morrison with the Reids took him to Eastern Canada where he took part in the building of a railway bridge across the Lachine Canal. Subsequently he was in Cape Breton, still with the Reids, where he superintended the construction of the several pillars for the railway bridge across the Bras d'Or Lakes at Grand Narrows. My father, James D. Morrison, then in his late teens, accompanied his father on that occasion.

In the 1890's Captain Morrison was again back on the lakes. In 1893 he piloted Mark Hanna's new yacht, the *Comanche*, to the World's Fair in Chicago. For a time he was pilot of this yacht which on one famous occasion made a tour of the lakes with President McKinley on board, the guest of its owner, Mark Hanna of Cleveland, onetime United States senator.

For two years or so about the turn of the century Captain Morrison was in command of the steamer *J. C. Ford*, which carried pulpwood from the Nipigon country to the sulphite fibre works in Port Huron, Michigan. He was financially interested in this ship. Then, his son, Neil, became captain of the *Ford* and the father went with Imperial Oil, Limited, for which organization he sailed until his retirement several years later.

There are some interesting notes of earlier days. When he first sailed a schooner on the lakes, there was no examination for certificates. Later, when the government assumed control, they issued, without examination, certificates of service or competence to men like Captain Morrison who were of tried and proven sailing experience. Subsequently, many of the boys up and down the St. Clair River came to him for instruction before their master's examination.

Corunna and other St. Clair River ports of Captain Lauchlen Morrison's day sent many sailors to the Great Lakes. These men would meet on some of the long winter evenings to discuss such problems as the improvement of certain channels and the installation of aids to navigation.



The captains would pass these ideas on to the ship owners, who in turn would bring them to the attention of the government along with some suggestions of their own. From these meetings, undoubtedly, much that was good developed. Some of these meetings were held in the Morrison brick home, which was for years a landmark on the Canadian side of the St. Clair River, opposite the head of Stag Island. Captain Morrison's eldest son, Lauchlen, remembers these meetings. It was his job of boyhood days to put logs on the fire and bring up cider (sweet cider) for the sailors to drink.

Another boyhood recollection of Lauchlen P. Morrison is the episode of the tug *Champion* and her tow of sailing vessels up the Detroit and St. Clair rivers. On one of her trips to Lake Erie, the *Champion* picked up eight three-masted vessels pretty much of one size. The following is from Lauchlen P. Morrison's unpublished manuscript, *Recollections of The Great Lakes, 1874-1944*.

The word was passed along the river ahead of the convoy and the people from some distance back congregated along the banks to view the marine parade. There was plenty of time to take it all in as it took nearly one hour for it to pass a given point. It was in actual viewing distance for nearly two hours from our point of view—much longer in the straight stretches of the river. Every sail set and beautifully rounded out with the gentle following wind flattening every bit of bunting, as a painted banner—it was truly a vision of loveliness and grace.

Captain Morrison spent most of his later years at his beloved Corunna home, with its incomparable view of the beautiful St. Clair River. The death of his wife in 1905 and his son, Neil, in 1911, grieved him greatly. He found diversion in wearing his kilts, speaking Gaelic, writing Gaelic poems, and playing the bagpipes. Many a night in the Corunna of thirty-five years ago, the shrill notes of the pibroch could be heard coming from his home, north of the village. He also derived much pleasure from working mathematical problems and considerable financial profit from compass adjusting. This last he had learned during his active sailing days, and after he retired his services for adjusting compasses were in demand. The last call for him as compass adjuster came when he was eighty-six, from the Michigan Sulphite Fibre Company of Port Huron. A few years previously he had been called out of his retirement to supervise the laying of an oil pipe line for the Imperial Oil, Limited, across the St. Clair River above Froomfield.

Another activity of his far from idle retirement was instructing in the navigation school at Sarnia, conducted by the Ontario Department of

Education. I well remember the late F. P. Gavin, B. A., Director of Technical Education for the Province of Ontario, and formerly principal of the Windsor Collegiate Institute, calling at our Corunna home about 1920 to sign up grandfather for this purpose. An interest of earlier active sailing days was his making of model sailing ships, correct in every detail. One of these is on exhibition at the Fort Malden Museum, Amherstburg, Ontario.

During the last three or four years of his life my grandfather spent much time with my parents, Captain and Mrs. James D. Morrison, who had moved to Detroit, following my father's appointment with the American Bureau of Shipping there. The remainder of his time he shared between his Corunna home and the home of Dr. and Mrs. W. R. Morrison in Montana. He survived a serious operation at the Henry Ford Hospital, Detroit, in 1924, the oldest patient, I believe, to come through such an ordeal in their records up to that time. Two years later, on November 23, 1926, he passed away at Billings, Montana. As the end approached, my father and uncle sitting near him mentioned the Isle of Mull, at which the mind of the old sailor once more became alert and he murmured, "I have passed by there."

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## The R. N. Rice\*

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FROM A NEW HAMPSHIRE barn to the Detroit Public Library's Burton Historical Collection is the story of an oil painting of the steamer *R. N. Rice*, now one of the Library's most cherished possessions. The painting is the work of Robert Hopkin, a Detroit artist who spent some summers in New Hampshire; it shows the *Rice*, with a glimpse of Cleveland in the background.

The intermediary between the barn and the Burton Collection was Mr. Dajad Terlemezian of Salisbury, New Hampshire. He found the picture in the barn, and when he moved to Detroit, brought it in to the Burton Collection to get an idea of its value. It hung there for a year, and then Mr. Terlemezian announced that he was leaving the city to live in the East and would like to give the painting to the Library. As he was not a wealthy man, it was a most generous act on his part. So the Library has a valuable reproduction of a boat which played a prominent part in Detroit lake history.

The *R. N. Rice* was built in Detroit in 1866 at Campbell & Owen's shipyard. This firm, according to the 1866 Detroit city directory, had its shipyard and dry dock along the river between Orleans and Dequindre. The ship was launched October 29, 1866, and christened *R. N. Rice*, in honor of Reuben N. Rice, general superintendent of the Michigan Central Railroad.

The Detroit *Free Press* of the following day gives her dimensions as length, 247 feet; breadth of beam, 32 feet; depth of hold, 13 feet; draft, 7 feet; tonnage 1,200. The *Advertiser & Tribune* gives the tonnage as 1,096, and Mansfield's *History of the Great Lakes* as 1,030. The *Free Press* gives further details, saying that she was built under the personal supervision of John Oads, "whose reputation as a builder is second to none." Her engines were designed and built by Messrs. Fletcher and Harris of the North River Iron Works, New York City. Her two boilers were built at the Detroit Locomotive Works and were moved through Woodbridge Street on rollers to the dock of Keith and Carter

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\* From notes by Anna S. Moore, Detroit Public Library, Burton Historical Collection.



at the foot of Shelby Street, where she was then lying. The boilers, according to a *Free Press* article on November 8, were 18 feet long, 9 feet in diameter, and together weighed 96,000 pounds. The total cost of the boat was about \$175,000.

The *Rice* was built to replace the *City of Cleveland* in the Detroit and Cleveland line, making her first trip in April, 1867. One of the largest side wheel steamers on the lakes, she was well equipped with superior accommodations for passengers.

During the ten years on which she operated on the Detroit-Cleveland run, various mentions of her occur in the Cleveland newspapers. A digest of these newspapers of the period, entitled *Annals of Cleveland*, was prepared during the depression by WPA help. From it the following extracts are taken. It should be understood that the date given is the date of issue of the newspaper. The event chronicled naturally took place the day before.

April 18, 1867. The magnificent new steamer *R. N. Rice*, built to take the place of the *City of Cleveland* on the Michigan Central line, arrived in port yesterday morning, following a trial trip. It is without doubt a model of beauty and provides every safety and comfort for the traveling public. Capt. William McKay, who has had twenty years of experience, twelve of which have been on the Cleveland line, will be in command. Otis L. Cook, formerly of the *City of Cleveland*, has been assigned as clerk. *R. N. Rice* of Detroit, the craft's namesake, presented the ship with a splendid suit of colors. Regular service will be provided from Cleveland to Detroit every Monday, Wednesday and Friday night.

April 23. A large number of the Hubbard mowing machines from the plant of Younglove, Massey and Company, were shipped to Detroit on the *R. N. Rice* last night. The *R. N. Rice* left last night with a load of freight and quite a few passengers.

July 19. The steamer *R. N. Rice* will leave the Michigan Central line dock this morning with a select party of excursionists to Put-in-Bay.

March 24, 1868. Captain L. A. Pierce received a telegram yesterday from Detroit, stating that the steamer *R. N. Rice* would leave that city for Cleveland this morning.

March 25. The staunch and elegant steamer *R. N. Rice* of the Cleveland and Detroit line left Detroit yesterday morning at 5:30 A. M. and arrived at her dock in Cleveland about 3:30 in the afternoon. This was the first arrival of the season.

March 27. The steamer *R. N. Rice* left port yesterday morning for its return trip to Detroit, but was forced to return because of the icy condition of the lake.

April 1. Navigation between Cleveland and Detroit may now be considered as open. The *R. N. Rice* left for Detroit yesterday, while the *Morning Star* arrived here from Detroit. Regular trips may be depended upon hereafter.

That is what they thought, but on April 6 we read:

The *R. N. Rice* from Detroit attempted to get into port yesterday evening, but at a late hour last night had not succeeded.

May 15. The Michigan Central Railroad lines' steamers *Morning Star*, Capt. E. R. Viger, and *R. N. Rice*, Capt. William McKay, will provide service during the current season as follows: One of the above vessels will leave Cleveland daily, except Sundays, at 8:30 P. M., connecting the following morning at Detroit with the Michigan Central Railroad for Jackson, Marshall, Kalamazoo, Niles, Chicago, Burlington, Quincy, Fondu-lac, La Cross, St. Paul, St. Joseph and Omaha. Connections will also be made with the Detroit & Milwaukee Railroad for Pontiac, Ionia, Grand Rapids, Grand Haven, Saginaw and Milwaukee. The fare is one dollar less than any railroad.

May 28. The freight and passengers booked for the *Keneewaw* left on the *R. N. Rice* last night, in consequence of the former's failure to arrive as scheduled.

Dec. 8. The steamer *R. N. Rice*, the only vessel now operating on the Cleveland and Detroit line, will leave this port every Monday, Wednesday and Friday as long as the weather will permit.

March 3, 1869. The Cleveland & Detroit Steamboat company is handsomely refitting the beautiful steamer *R. N. Rice*, preparatory to assigning it to regular service between this city and Detroit as soon as navigation opens.

March 22, 1871. Captain McKay, piloting the steamer *R. N. Rice*, arrived in Cleveland yesterday with 26 passengers. This was the first passenger boat from Detroit to enter Cleveland this year.

July 6. Among the most enjoyable features of the Fourth of July in this city were the two excursions given by the owners of the fine steamer *R. N. Rice* of the Detroit line. The music was supplied by the East Cleveland band.

Sept. 8. The extreme roughness of the lake on Sept. 6 delayed the progress of the *R. N. Rice*, so that she did not reach the port until yesterday morning.

Then comes a gap of three years. Not till March 26, 1874 do we find a mention of our craft, as follows:

*R. N. Rice* and *Northwest* overhauled at a cost of \$18,000.

April 11. *R. N. Rice* delayed by a snowstorm.

August 25 [a more interesting item]: *Rice* left for Black River with Thomas Wilson, a submarine diver, acting on a rumor that a part of the steamer *Morning Star*, wrecked there four years ago, could be seen above water. Trip was a failure.

Perhaps some of the readers of INLAND SEAS can add details.

The last mention is April 13, 1875, a routine announcement of the arrival of the *Rice*, which had left Detroit at 9 and reached Cleveland at 5:30.

On June 10, 1877, as she was lying at her dock at the foot of Shelby Street, a fire broke out in her cabin. The cause was thought to have been the bursting of a kerosene lamp in the after cabin. The destruction was chiefly confined to the superstructure, estimated at from \$30,000 to \$40,000. The hull was undamaged.

At first the company planned to rebuild her. The later decision was to replace her with a wholly new boat, the *City of Detroit*. The *Advertiser & Tribune* for August 28, 1877 says, "The Cleveland line of steamers have not yet sold the hull of the *R. N. Rice*, but are willing to

do so for a consideration of \$3,500 cash. This hull could in a few weeks be turned into as fine a lumber barge as floats upon the Lakes." Though no record appears of her sale, the same newspaper says on September 27, 1877: "The barge *R. N. Rice* leaves the dock today. She will then receive her spars and outfit and be ready for service next week. Anyone who wants to move a whole lumber yard can now do so."

She apparently remained on the Lakes until 1888. The last word about her is found in the Weather Bureau's *Reports of Wrecks Which Occurred on the Great Lakes, Dec. 17, 1885—Nov. 15, 1893*: "Schooner *R. N. Rice*, water logged and abandoned, went ashore in a heavy gale four miles north of Holland and became a total loss October 3, 1888. Estimated loss, \$4,000."

## Superior's Rock-Bound Shore\*

By SARA MOORE MORRISON

In quiet grandeur from the lake  
The granite headlands rise;  
Far flung they stretch in strong array  
And stand on guard for aye and aye  
And reach to meet the skies.

This bulwark, massive, rugged, stern,  
Majestic and secure,  
With towering cliffs so steep and bold  
O'er waters clear and deep and cold,  
Forever shall endure.

Impressive in their vastness,  
Stupendous to behold,  
The rocks which bound Superior's shore  
Have known the country's ancient lore  
But leave the tale untold.

And yet, their peaceful grandeur speaks  
To hearts that understand:  
"Be calm and wait; God's will obey,  
For all things else will pass away  
Except what He has planned."

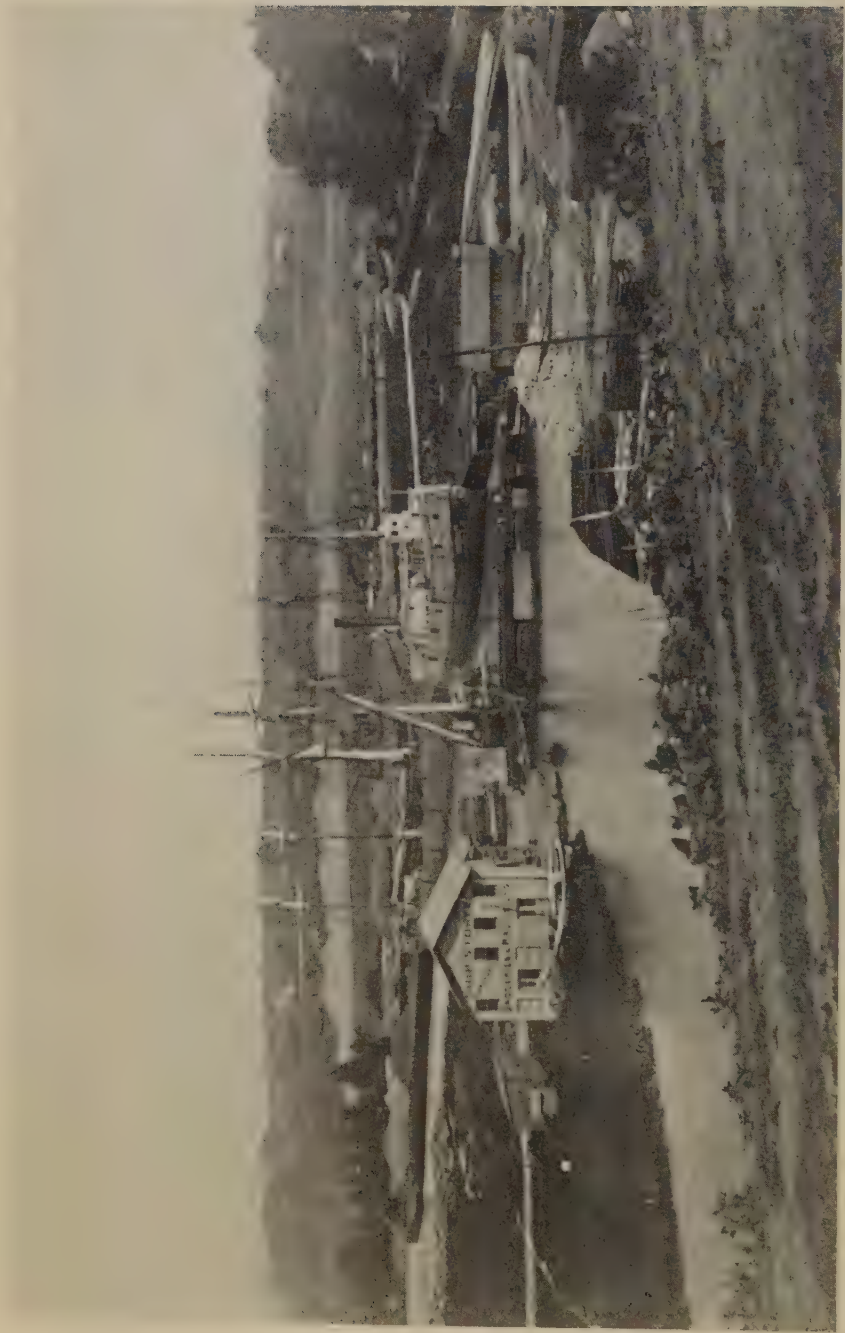
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\* From *Scenes and Hours* by Sara Moore Morrison. Carillon Poetry Chap-Books, 1945. Reprinted with permission of the author.





R. N. RICE by Robert Hopkin, 1873. Cleveland in the background. Gift of Dajad Terlemezian to the Detroit Public Library, Burton Historical Collection. Photograph by Sylvester Lucas. (See page 29.)



ASHTABULA HARBOR in 1873 (Port Series No. XVIII).  
Photograph by courtesy of C. J. Dow.



TWO-ENDED RAILROAD, NINETEEN FIFTY AND SIXTY'S ENGRAVING FROM THE "P. O. V. OF THE WEST" AND "GOING WEST"

VIEWS OF THE STEAMER *Manitoba* drawn by Alex Paris of Windsor, Ontario, from a print in the *Canadian Illustrated News*, July 8, 1876. (See page 24.)



CAPTAIN LAUCHLIN MACLEAN MORRISON (1837-1926), drawn by Fred M. Black of the *Windsor Daily Star* from a photograph. (See page 22.)





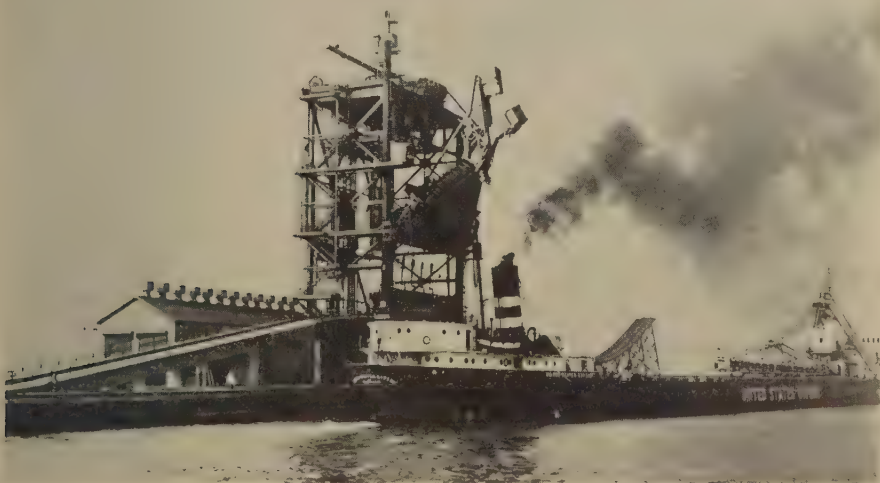
Fox's Dock at Put-in-Bay, Ohio, before 1914 showing crew cutting ice. Photograph by Arnold Burggraf. (See page 42.)



ICE SHEDS of Forest City Ice Company, Put-in-Bay, Ohio about 1896. At left is former U. S. Fish Hatchery, now a research laboratory of Ohio State University. Photograph by Stranahan. (See page 43.)



BALTIMORE AND OHIO COAL DOCK at Lorain, Ohio after a test loading operation of a lake vessel. (See page 44.)



NEW BALTIMORE AND OHIO RAILROAD COAL DOCK at Lorain, Ohio.  
(See page 44.)



STEAMER *W. J. Conners*, ON THE LAKES. (See page 64.) Photograph by Captain W. J. Taylor.



STEAMER *W. J. Conners*, ON THE PACIFIC. (See page 64.) Photograph by Williamson's Marine Salon Photo Shop, Seattle, Washington.





STEAMER *Duluth*, ON THE LAKES. (See page 64.) Photograph by Captain W. J. Taylor.



STEAMER *Duluth*, ON THE PACIFIC. (See page 64.) Photograph by Williamson's Marine Salon Photo Shop, Seattle, Washington.



## The Ice Industry at Put-in-Bay

By THOMAS H. LANGLOIS

THERE ARE NO RECORDS of the beginning of ice refrigeration at Put-in-Bay, but it doubtless started when the resort business first boomed and the permanent community became interested in spending some time and effort during the winter season in preparation for meeting the needs or desires of the visitors anticipated for the ensuing summer. This places the time at about 1870, when big additions were built onto the Put-in-Bay House and the Beebe House. Although both of these frame hotels later burned to the ground, their ice storage sheds are still standing, unused for many years, but presenting evidence of the days when men labored to cut ice and store it for use in preserving food, packing fish for shipment, and for making beverages more pleasantly potable.

Brine and ammonia refrigerating plants were established locally first by the fish producers to provide the low temperatures needed for freezing fish. The convenience of mechanical refrigeration led quickly to its use in the hotels and saloons, and on the large ferry boats of the good old days, and the natural ice industry died when the laws were passed, in the interest of public health, prohibiting the use of any but sterile, artificial ice in preserving foods. Some cottagers still use ice-boxes, but nowadays the ice has to be brought from mainland freezer plants by boat to the island where it is stored temporarily in a small shed on the ferry dock for the retail trade. The number of electric refrigerators in the island homes has increased greatly during recent years.

It seems desirable to make some permanent record of this phase of the life of an earlier period, so the following details have been assembled from a few published statements and a great many unpublished memories. Old photographs have been found, and a few new ones taken, to illustrate the record. Incomplete as it now may be, it would be less accurate if done a decade later, and perhaps impossible to do at all by another generation.

At Put-in-Bay, rocky Gibraltar Island forms the natural breakwater which makes the harbor a quiet water zone. Ice-cutting fields were laid



out in the harbor for the first small local storage houses, and outside Gibraltar for the large sheds on Peach Point. The field was laid out with a tapeline into squares of twenty-two inches, and it was then marked by a machine which had a blade to cut a groove, and a guide on an arm which threw over from one side to the other to stay in the last-made groove as it was pulled by a hand-led horse, up and back. The marker was followed by an ice plow, a team-drawn machine with two blades placed tandem to deepen the furrow but not to cut through the ice sheet into the water. Then came the actual sawing, a back-breaking job of bending up and down.

Channels were cut through the ice-sheet from the cutting field to the ice houses on the shoreline, and men pushed the chunks of floating ice with pike poles towards the house. If the distance was great, there were several men stationed along the cut channel, each with a beat of about one hundred yards through which he pushed the blocks of ice, receiving from one man, passing on to another. The channel led onto a chute, and the blocks were pulled up the chute by a team of horses, much like hay is stored in barn lofts on farms. Each block was secured against dropping back down the chute by a "follower," and one man had to be kept to run the follower.

In order to fill the ice houses which were not on the shoreline but in the back yards of the business places, the ice blocks were pushed out of the cut up a "skid," onto a sleigh if there was snow on the ground or onto a wagon otherwise. Ten blocks were a load for sleigh or wagon, if the ice was twelve to fourteen inches thick. Thicker ice was too heavy to handle well, but ice as thin as six inches was used in mild winters when that was its maximum thickness.

The small ice houses away from the water's edge were equipped with a big wooden pulley wheel strung up next to the projecting gable. Adam Heidle made all of these wooden pulleys, and there was quite a trick to it. Each pulley had two ropes, one for pulling, the other for lifting the ice. The pulley wheel had two sizes, one about four feet in diameter, the other about a foot and a half. Leverage was vastly increased by pulling the rope around the big part of the wheel while the weight was on the rope around the small part, making it possible for a small man to hoist the blocks of ice.

In 1878 three local men, V. Doller, Andrew Wehrle Sr., and George Gascoyne, started the business of storing larger quantities of ice for shipment to the big city of Cleveland. They bought Peach Point, on South Bass Island, from De Rivera and in 1879 Gascoyne brought in a load of Saginaw pine lumber on the schooner *Louise*. An ice storage shed with

a capacity of 15,000 tons was built on Peach Point and filled for the first time during the winter of 1879-80. The following summer, 1880, the shipment of ice to Cleveland was begun, using the schooner *Norway* and later the tow-barge *Iosco*. This property was sold about 1883 to the Forest City Ice Company, of Cleveland. They enlarged their facilities until they had five long, gable-roofed sheds in a parallel series, and about 1895 they built a new, large, square shed. They had a steam power plant to operate a two-chain elevator. This elevator chain had big links and connecting cleats, and it made a big circuit, passing over a big cogwheel, where the power was applied, along the ground and underwater to the bay end of the elevator. Coming up from underwater, it carried two blocks of ice before each connecting cleat up an incline to a passageway between buildings, and spilling ice where it was wanted, down lateral skids into the rooms being filled.

The blocks of ice were stacked on edge, and when a layer had been completed its upper surface was adzed smooth before starting an upper layer. Later in the season, sawdust, which had been brought in bulk on the steamer *Mayflower*, was chinked between chunks, and used as a blanket cover. They once used baled shavings in place of sawdust. Old ice sometimes melted together into a solid mass which was hard to get out, but new ice was sometimes stacked over unused old ice. Hard ice was colder and kept longer.

Although the local ice houses were filled at first by the individual owners, during the later years they were all filled by two crews of local men. The Forest City Ice Company discontinued operations here about 1900, and sold out in 1902. Peach Point was cleared of ice houses by Schiele and Hollway, the purchasers, before 1905, and the area began then to be used for summer homes.

The local ice business was handled for years by Frank Rittman, who had a large storage shed on the outer end of Doller's dock. Later Miller and Jones met local needs with ice stored in a big shed on the point now occupied by Miller's Boat Livery. This had been the ice house built by Frank Miller when he ran a pond-net fishery and used ice to refrigerate herring. The biggest local users of ice each had their own storage sheds, (Fig. 5), including the Beebe House, the Put-in-Bay House, Herbstler's Hotel, the Hotel Victory, Park Hotel, Crescent Hotel, Louis Schiele's saloon, Deisler's bathing beach, Parker's Wine Cellar, Jay Cooke on Gibraltar Island, and George W. Gardner on Ballast Island. There are not even remnants of sawdust left to mark the sites of most of these structures, so the era might be considered truly past.



## Look to Lorain

By C. H. NORRIS



**L**ORAIN, OHIO, which as early as 1816 began to develop as a lake port under its original name of Black River, is today opening the 1948 lake shipping season with the Great Lakes' newest facilities for the trans-shipment of coal and ore.

At Lorain, the Baltimore & Ohio Railroad has erected the most modern all-electric coal dumper on the Great Lakes, one which can pick up a 70-ton coal car and dump its contents into the hold of a ship and return the car to its position on the rails in less than 60 seconds. This huge machine rises 170 feet above the waters of the harbor and overlooks approximately 140 acres on which is located the latest in dock and coal handling facilities.

More than \$4,000,000 have been spent in building this coal dock and supporting yards, whose coal dumping capacity is double that of the dock formerly in use. The car-a-minute coal loader's importance to Lorain is indicated by figures which show that with the old facility more than 3,000,000 tons of coal were handled last year.

Electric pusher locomotives, which are in two-way radio communication with the loading machine operator, move loaded cars from the 126-car capacity load yard towards the dumper. When the car reaches the outer end of the barney pit, a movable arm mounted on a small car comes up to track level, engages the coupler of the car and pushes it up the incline to the movable table of the loader. There four huge, steel arms clamp over the top of the car and retarders hold the wheels in a vise. The cradle moves up, turns over on its side, and the contents of the car pour into a 125-ton capacity pan. After being dust-proofed by sprinkling the coal runs through a 40-foot telescopic chute to a trimmer which distributes the coal into the hold of the ship. When empty, the car is lowered to the tracks and is bumped off the loader by the next car coming up onto the cradle. The empty car runs down off the loader and up a raised kickback track. By gravity the empty car descends the run-off track where its speed is controlled by electric car retarders. An operator at remote controls handles the car retarders and also operates



switches to place the car on one of five empty tracks of 226-car capacity.

There are two 1,100-foot docks, with the coal dumping machine on the west dock. The east dock is used by boats waiting to move to the dumper and if in the future it becomes necessary another coal dumper can be erected on this pier. In construction of these piers 107,000 cubic yards of excavation was necessary while 164,000 cubic yards of fill were used. Thirty-seven miles of steel sheet piling was driven to form walls for both piers and 278,000 cubic yards of dredging was done to make the 22-foot ship slip and approach between the piers.

At the shore-end of the dock is a large, general purpose building with a modern shop, equipment storeroom and offices. This building also provides a comfortable lounge for use of guests waiting for relatives or friends on the vessels and quarters in which captains and ship personnel may conduct business.

Extensive yard facilities support the dock operations. Trackage with 4,000-car capacity, to facilitate fast loading and unloading, extends for four miles behind the dumper. Modern, automatic telephone equipment, radio communication and ship to shore telephones are used for directing all dock and yard activities. No detail has been overlooked in making this Lake Erie's most modern coal handling facility. The achievement of this vast project is in keeping with the traditional enterprise of the Baltimore & Ohio Railroad from its beginnings.

For when the prophet Joel spoke of men "dreaming dreams and seeing visions" he must have had in mind such men as the group of prominent Baltimoreans who early in the 19th century visualized the possibilities of rail transportation and incorporated, constructed, and began the operation of the Baltimore & Ohio Railroad—the first railroad in the United States. To the most prominent member of that group, Charles Carroll of Carrollton, at that time the only surviving signer of the Declaration of Independence, fell the honor of laying the "first stone" of the B. & O. It was on that occasion (July 4, 1828) that the venerable patriot said, "I consider this as one of the most important acts of my life, second only to that of signing the Declaration of Independence, even if second to that."

Chartered by the State of Maryland on February 28, 1827, construction was begun on the railroad that very year. There were at that time no engineering schools in America, save the U. S. Military Academy at West Point and so the engineering forces of the Army located the original line and planned many of the earliest structures of the new railroad.

During the first few years the problem of motive power became the greatest obstacle, but upon adoption of the steam locomotive the rail-

road established its own works at Mount Clare, which have continued to this day building and repairing its locomotives and cars.

Faced with the many and varied problems of the pioneer, the railroad moved westward slowly, and it was not until 1842 that the iron rails reached Cumberland, Maryland. It was thrusting itself into an undeveloped and little-known country and was now confronted by the stiff ranges of the Allegheny Mountains. From Cumberland westward, long tunnels had to be bored, large bridges built, heavy embankments and cuttings were a necessity almost every mile of the way.

No wonder, then, that it was almost 25 years after the formal breaking of ground for the road—before the Baltimore & Ohio actually reached its great objective, the banks of the Ohio River. On January 1, 1853, the first train entered Wheeling, West Virginia, and within four years trains were moving from Baltimore to Cincinnati and St. Louis upon the extended lines and connections.

In the great struggle of the Civil War, Baltimore & Ohio, by reason of its location, became the key railroad of the defense of the Union. The railroad was under constant attack and repeatedly its tracks were torn up and its bridges and buildings burned. Although suffering enormous property losses, at no time were efforts lessened to keep open and effective.

In the years following the Civil War the railroad extended its lines and in 1874 reached Chicago. While extending westward, a line was also built to Philadelphia so that, through connections, trains could be operated to and from the port of New York.

In more recent years the Baltimore & Ohio reached Youngstown, Akron and Cleveland, and upon the complete acquisition of the Cleveland, Lorain & Wheeling Railway Company in 1915 secured a road into Lorain and the coal and ore docks of the CL&W.

Not willing to rest on its past laurels B. & O. under the leadership of its president, Mr. R. B. White, is presently in the midst of a great program of modernization and expansion of facilities to more adequately fill the present day requirements for streamlined-efficient low cost transportation.

The development of the Lorain coal and ore docks is the most recent visual evidence of the forward looking program of this great modern transportation system.

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## Bound Down

### A Summer Cruise in 1897<sup>1</sup>

By ELSIE JANET FRENCH

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LOOKING DOWN from one of those "castles in the air," hung between breeze and rock above the harbor of Duluth, I watched one day, as in a picture, the coming of the ships. To the east stretched away the ever-widening expanse of the great lake, while below me, the hills of the City smiled across the water at the shores of Superior, low-lying under a canopy of smoke. Far up the bay, where rise the masts of our farthest inland navigation, stretched vast lumber piles, the output of neighboring mills. Nearer, rose the giant trestlework of the ore-docks, where the wealth of the Mesaba Iron Range is transferred from train to boat. Here, a flour warehouse stretched its length by the water-side, and the demon of traffic shrieked from the rails of a dozen concentric lines. On the water-front, also, stood towering elevators, ready to solemnize the commercial union of grain-car and lake-freighter.

Across the bay lay busy ship-yards, from whose stocks slid off mysterious iron-mailed monsters — the fresh-water "whales," within whose capacious jaws three thousand Jonahs might stow themselves comfortably. The harbor was alive with moving craft, from the huge passenger steamer slowly entering her slip, to the white-sailed pleasure yacht and the tiny racing shell. There steamed a lumber boat, its decks piled with cedar or with pine; here plied the little ferries, and tugs, alert for their prey — the great freighters whose heralding smoke appeared on the horizon, darted hither and thither. Suddenly a deep-booming signal was heard far down the lake, answered by two of the fastest tugs. Out they sped, leaving a trail of white foam behind. Then, with the aid of a glass, I saw, far to the east, the misty outline of a white-hulled ship, swiftly steaming into port. As on she came, majestically cutting the blue waves and belching volumes of black smoke from her slanting funnels, the fascination of an inland voyage possessed me.

A few of our dreams come true, and the fulfillment of the most cher-

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1. Originally appeared in the *Northwest Magazine* at Minneapolis.



ished of mine began on that wonderful June morning when I found myself on the forward deck of a "down-bound" ship, the *North Land*, swiftly moving out into the interminable blue of Lake Superior. The faces on the dock grew dim, and fluttering white kerchiefs were lost behind the smoke of the tugs, as the familiar lights of the city gradually grew indistinct, and melted at last into the hazy sea. But how exhilarating was the swift movement of the ship! Every breath seemed full of life and vigor, for the breeze was tempered by miles of ice-cold water. Clad in our warmest winter garments, we gloried in the ever-changing forms of the green billows, now parting in a crested furrow from our prow, now swelling in renewed contest as we passed, now spreading in a wild succession of level rapids from the unseen stroke of the mighty propellers. Off the North Shore we caught our last view of Minnesota in the dark green hills of Two Harbors; and the smoke of an ore train climbing up to the Iron Range, rose like the spirit of the wilderness.

We felt an unutterable sense of isolation — of being the only thing of life afloat on these waters, when a whistle signalled the approach of a ship. We were meeting a fleet of ore boats, the first, steaming along, towing two others, their sails spread wide to the helping wind. We saw how romance on the lakes has vanished before the prosaic introduction of steam. But we caught a glimpse of its old-time glamour in this vision of an up-bound freighter and consorts, with their weather-darkened sails now faint against the evening sky. Not long after, we sighted, far to the south, the dim outline of land, where the nearest of the "Twelve Apostles" reared their round, massy heads. We recalled the Chippewa legends yet haunting those embowered shores, and the old Mission, where the work of the Jesuit still follows him. We lingered late upon the deck, watching the moon drop down the distant void. The ponderous driving power of the ship was noticeable in the pulsation that came and went, like the breathing of some marine monster at rest on the dreamful sea. We could hear the faint, far sound of the orchestra, mingled with the rush of the parting waves. Then came blissful nothing and yet the ship goes on through the night, her compasses so steadily set for the "Soo" that not a foot of the scheduled distance is changed.

Early morning brought a loveliness all its own. The wind had died away and the lake was tinged with rose. The sun came up slowly, its broad disk rising from the edge of the water, round, wonderful, as if the daily miracle were now performed for the first time. We were passing the pine-covered shores of the Upper Peninsula. Here, where prehistoric man once delved for the copper, which formed into rude ornaments or utensils, is scattered throughout the region of the Mound Builders, the

miner of today still sinks his shaft and works the exhaustless depths, while the busy ships ply up and down, laden with precious ore. We soon left the copper region behind, and with prow turned to the southeast, were making for the Sault Sainte Marie. We had come more than two hundred miles upon our way, and yet half the length of the "Big Sea-Water" remained to be traversed. By eleven o'clock we were again in sight of land; on the left the Point of Pines, on the right the green headlands and curving shores of St. Mary's River, and we cast one backward glance to that "Lac Supérieur" whose changeful waters had been inspiration and companionship to us for many a month.

Yonder we caught a glimpse of the sudden slant of the rapids, to avoid which the government canals have been built. Above, stretched away the ten-fold span of the International railway bridge, and in the midst of the wildest rapids were the half-breeds, fishing from their rocking canoes. We passed several dredging outfits, where immense shovels, like a human hand and arm, were thrust by steam into the sand and gravel at the bottom of the channel. A turn of a rope, a rattling of chains, and with a ton or more of stone and mud in their iron grasp, the hand suddenly let go, and the contents were dropped on the slimy scows below. Most interesting was our passage through the Lock, the largest in the world. We examined the hydraulic building and gazed at the massive gates. Meanwhile, our boat was taken in tow by two tugs and brought gently down the lock until her mighty bulk left the forward tug scarce room to turn. The heavy gates unclosed; down went the water; but by means of the valves the descent was made so steadily that one could hardly realize any movement. Soon we were on a level with the river below, the gates closed behind us, and a message was flashed to the ports of the Great Lakes:

"Passed the Soo at 12:15, Steamer *North Land*. Bound Down."

With a parting salute of the tugs, and with a deprecatory boom of our whistle to the boats waiting their turn to be locked through, as if saying, "Beg pardon for having detained you," we were steaming down the river, past the high, Canadian hills. The "Soo" is a goodly town, with fine elms and buttercup-spangled highways, Post Brady-on-the-Hill, a military station, being its most noteworthy object, aside from the ship canal. The lower St. Mary's is picturesque in the extreme, with its myriad of islands clothed in summer foliage. Here and there appeared vistas in the trees, through which the sun shone with brilliant effect. All along this shore were the huge diamond-shaped targets, bearing upon their faces painted X's, the steering ranges, by whose aid the wheelsman avoids shoals, rocks, and dangerous eddies. The channel through Hay Lake had been

deepened recently by government work, cutting off a much dreaded distance through the old route.

Soon we passed yellow sand hills, covered with deep pine woods. Lumbering towns appeared on the shore, with mills whose grimy slab-burners stood, in very truth, unquenchable censers of the piny cathedral. Opposite Detour the ruins of old Fort Drummond may be seen. As we were leaving Detour Pass, there rose out of the sunlit blue of Lake Huron, the upright masts of a sunken steamer! The gulls flew over it, and the waves lapped against its white spars, as our fancy tried to lure from the engulfing waters the secret of the disaster. But we turned our questioning eyes to the west, and in the light of a matchless June evening, we passed Les Cheneaux (The Snow) Islands, dear to the heart of the bass fisherman, and beheld, set in the shining ring that unites Huron and Michigan, the solitary gem, Mackinac, the Beautiful!

From the deck we could see the white-walled fort, and winding roads leading down to the water's edge, where cottage and summer hotel jostled each other for space. At the dock people were disembarking from Chicago, Milwaukee, Detroit, and from minor lake cities. The island is rich in historic associations. Here was the station and central market of the American Fur Company, whose old books are still exhibited to tourists. Here too, the "coureur de bois" had a settlement, and stores for the passing voyagers were kept. During our half-hour's stop at Mackinac Island, we enjoyed a short walk upon the docks, at the risk of a baptism from the dripping swabs of the vigorous seamen of the *North Land*; for with the pride of a careful housewife, and the system of a fire brigade, they scrubbed the white painted sides of our boat until every trace of smoke was removed, and the broad gold line stood out, untarnished.

Mackinac has furnished the background for historic romance, the house of *Anne*,<sup>2</sup> made famous by Constance Fenimore Woolson's novel of that name, and Mary Hartwell Catherwood's most charming story, *The White Islander*,<sup>3</sup> having their foundation in real events connected with the place. We were told of picturesque haunts whose beauty and interest weeks would not have sufficed to exhaust, of Arch Rock whose opening against the sky we had seen from the *North Land*; of the old mission, where the memory of Marquette and Joliet is forever enshrined; of the ancient fort taken in the conspiracy of Pontiac in 1765, and abandoned by the English for the present fort, the blockhouses still standing as silent reminders of those troublous times. The legend of Wintemoyeh was repeated — an Indian girl, who leaped from a rock two hundred

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2. *Anne*; a novel, by Constance Fenimore Woolson. N. Y., Harper, 1882.

3. *The White Islander*, by Mary Hartwell Catherwood. N. Y., Century, 1893.



feet high, to escape from a hated lover. Chimney Rock, Pulpit Rock, Devil's Kitchen, and many other natural objects were mentioned as being of unusual interest. Amid a cloud of smoke and a snowstorm of fluttering handkerchiefs, we backed from the slip and, describing a mighty curve, swung out to the southeast, with the waters of the strait rolling white-capped behind us. Night settled upon the waters, and only in our dreams did we hear the sweep of the ripples on that vanished shore.

In a fog next morning we neared the twin ports, Huron and Sarnia. A tunnel beneath the St. Clair River unites the towns. Then, for forty-eight miles our course led through a most charming water-way. The shores were dotted with quaint villages and solitary farmsteads, where cattle stood, leg-deep, in the cool stream. Country church spires rose behind embowering trees and houses, century-old, hid their decay beneath sheltering vines. Everything bore the impress of an age gone by. We were living again in colonial times and this deserted land became peopled again with red-coated soldiers and French adventurers. For miles the river was bordered by marshy islands, part natural, and part by the art of man, most of them being connected by arched footbridges. Small boats formed a more romantic means of transit, and we acknowledged the fitness of Grace Denio Litchfield's choice in christening this region "Little Venice."<sup>4</sup> Shrubbery and flowers and charming bits of landscape gardening, made each island seem more beautiful than its neighbor. White-muslined girls and rollicking children saluted us from hammock and piazza. To the tourist, the St. Clair Flats are unrivalled. For, if he desires quiet, he can draw bridge, chain boat, and "let the world go by." Or, if he feels the need of diversion, he can surely find it in some of the many club-houses or gay hotels that rise by the water-side.

As we left these scenes of recreative life, where the luxury of cities blends with the peace of wildernesses, we saw, far to the south, the blue expanse of Lake St. Clair. On our left, across the waving marshes, a white-sailed boat moved along a hidden channel that wound away in mystery to the far Canadian hills. In and out it glided behind the green foliage of ancient willows, its hull hidden by the high rushes, and appearing as if it were floating like a ship of air upon the billowy meadows that lay between us and the Chenal Ecarté. It was a company of holiday makers whose love of novelty had tempted them to sail their yacht down the "Lost Channel," the wandering outlet of Lake St. Clair. At its upper limit is Pêche Island, once the home of the warrior, Tecumseh. Below this lies Belle Isle Park, joined to the city by a long, handsome bridge. De-

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4. *Little Venice and other stories*, by Grace Denio Litchfield. N. Y. & London, Putnam's Sons, 1890.

troit's river front is nine miles long and gives strong evidence of her commercial importance. Below the city we saw that unique combination, a railroad ferry, where three lines of cars may be run, side by side, upon tracks laid on barges, to the opposite shore, without a transfer of freight.

Grosse Isle must have been one of the islands of which Hennepin wrote three hundred years ago, "They are the finest in the world." Amherstburg with its historic cannon, rose on our left, with Fort Malden in the distance. This place has more than a passing interest, being the terminus of the Underground Railroad by which Harris and Eliza in *Uncle Tom's Cabin* are supposed to have made their escape into Canada. Leaving Detroit River, we entered Lake Erie, crossing the identical spot where in 1815 the gallant Perry "met the enemy" and so gloriously captured "two ships, two brigs, one schooner, and a sloop." Soon we sighted the green shores of Put-in-Bay, famous for its vintages and its moist, equable climate. Kelley's Island, with its celebrated limestone rock, was on our right. Hotels and summer cottages dotted the islands of Lake Erie, and the "summer girl" hung, siren-like, under the shady elms. But we passed her by, and the islands sank into the red glory of a stormy sunset. Two moving lights showed from the masts of a steamer, and three steadier ones blazed from the lighthouses at Huron, Vermilion and Lorain. Twenty miles more, and we viewed the myriad lines of stars that hung over a great city, for our boat was rounding the pier of the Cleveland breakwater.

The harbor was still a picture of busy life, although it was half-past ten o'clock, and from our stateroom windows we watched the crowd upon the pier and upon the waiting boats. Lights were moving in all directions, and their reflection in the still water doubled the brilliancy of the scene. With a drowsy sense of having seen a dream-city, we soon changed the impression for the reality, and did not waken until our boat was opposite Erie, Pennsylvania.

Our watches pointed to eleven a. m. We signaled for a tug, and entered the harbor at Buffalo, but the city clocks informed us that we must now regulate our movements by Eastern time. A general impression of Buffalo may be had from the tower of her highest sky-scraper, where one may get a good idea of the harbor, shipping, docks, breakwater, elevators and loading apparatus. Here we saw the final act of the play of Inland Commerce, whose curtain rose at the head of Lake Superior. Here waited our iron, and grain and lumber boats, eager to be unloaded and away again to the Northwest, laden with coal or miscellaneous freight. Buffalo is a paradise for wheelmen. A tour of the city in any direction serves to show that it has provided for the social, the religious,

and the educational sides of life, as well as the commercial. Below us the leafy avenues spread a rich mosaic of handsome buildings, parks, and gardens, while Niagara, bearing the burden of the Great Lakes, hurried to cast it down. A trip to the Falls by electric road closed our afternoon pleasantly, and we sought our returning steamer. The scene of the previous evening was repeated, with additional bustle and activity. Carriages waited on every hand, hacks hurried down, luggage was shot down the plank to the baggage-room. Purser and clerk stood waiting, giving smiling directions to anxious passengers. Visitors thronged the passage, until warned by the cry, "All Off!" Even then, as the *North Land* was drawing off the dock, up galloped a belated hackman—the plank once more was thrust ashore, the passenger shoved on board and a couple of trunks shot down the plank, just missing a fall into the water. Truly, "Time and tide wait for no man," for our boat was off, the band playing "Honeymoon" and the electric tower threw down upon us its parting benison.

Morning smiled over the shores of Lake Erie as we returned to the Forest City. We had come more than twelve hundred miles by water, over a route unrivaled in this country or any other for variety and picturesqueness of scenery. We had traversed the lengths of four Great Lakes and three historic rivers, and it was with real regret that we left the beautiful ship which had made our journey so enjoyable, regretting that our course must be no longer "Bound Down."



## Marine Intelligence of Other Days

*A series of reprints from old newspapers on Great Lakes affairs of earlier days. Readers are invited to contribute similar brief sketches from local papers to be found in their libraries or historical societies. Thus may valuable material be made available to all.*

—EDITOR.

### TOW BOATS

"Mesrrs. Dorr & Jones, and others are making arrangements to establish a line of tow boats on Lake Erie, which will greatly facilitate the transportation of freight to and from this place."

*Detroit Journal*, reprinted in the *Chicago Democrat*,  
March 9, 1836.  
Captain John.

### SHEET IRON STEAMBOATS

"We were not aware (until it was too late to make any personal examination) that a sheet iron Steamboat has recently been put in successful operation on the canal. It was built in Poughkeepsie, and is reported to be owned by Mr. Parmalee of that place, and some gentlemen in this city. It is propelled by an engine somewhat on the locomotive plan, acting upon a central wheel forward of the machinery. She has a very sharp bow; and runs at the rate of 7 miles an hour without making any swell or wash against the banks of the canal.

"We learn that she has proceeded out to Buffalo, and if the project succeeds it will effect a great change in the system of canal transportation. Mr. Thaddeus Joy, one of the oldest forwarders, and a gentleman whose opinions are entitled to great respect, states his confidence in the invention."

*Albany Daily Argus*, reprinted in the *Chicago Democrat*,  
December 9, 1835.  
Captain John.

### THOMAS JEFFERSON

"On Thursday last, the splendid new steamboat built at this place by Col. C. M. Reed, was placed upon her destined element, amid peals of cannon and shouts of thousands of spectators congregated to witness the display. This is one of the largest class of steamboats—well calculated for speed; and we understand is to be finished in a style unsurpassed by any other on this lake. She is to bear the honorable name of *Thomas Jefferson*."

*Erie, Pennsylvania Observer*, reprinted in the *Chicago Democrat*,  
August 6, 1834.  
Captain John.

### SINGULAR PHENOMENON ON LAKE ONTARIO

"On Saturday last an extraordinary occurrence was noticed in the lake at this place. Shortly before noon, some gentlemen were walking upon the wharf, happening to cast

their eyes upon the water between the piers, were struck with the very unusual appearance of a strong current tide, as it were, setting directly out to sea. It seemed as if the whole lake were going bodily away. In a few minutes nearly a third part of the inner harbor, with a corresponding portion of the shore on either side, was left entirely bare, when suddenly the tide turned and came as rapidly back again, filling the harbor at least two feet higher than it was before. This extraordinary action of the lake was continued at regular intervals of every eight or ten minutes till after dark, the highest tide noticed being a little before six in the evening, when the water rose seven inches higher than it was last spring, and just two feet and an inch above its present level.—We understand the same occurrence was noticed at other places on the lake, and hear that at Port Hope the effect was so great that the steamboat *Princess Royal* could not get into the harbor at all, running hard aground when more than her length outside the entrance to the piers. The cause of so extraordinary a phenomenon is at present a matter of various conjecture, but the general opinion seems to be that it could only have been produced by a violent earthquake in some part of the continent, which we shall probably soon hear of."

Cobourg (Canada) *Star*, reprinted by the Sandusky *Clarion*,  
October 21, 1845.  
Wade W. Dauch.

### STORM DAMAGE

"The heavy gales on the lakes have done much damage to the shipping, but we have not heard of the loss of life. We make the following extracts from our exchanges:—

"STEAMBOAT ACCIDENT.—We regret to learn that the steamer *Princess Royal*, in backing out of Port Hope harbor yesterday morning, struck the ground, and so injured her rudder, as to prevent her proceeding to Toronto. She came to anchor off the mouth of the harbor, and remained there for some time, and until the steamer *Niagara* took her in tow for Toronto. The *Niagara* injured her steam pipe on her way down the lake on Monday night, so much as to prevent her proceeding against the gale that was blowing a head: and was obliged to return under easy steam to Toronto. In passing Port Hope, Captain Elmsley discovered the *Princess Royal* at anchor and took her in tow. We trust the damage sustained by both boats, and which is trifling, will be repaired in a day or two.

Cobourg *Star*.

"The *Niagara Reporter*, says that the *General Wolfe* went on shore on Monday 7th instant [sic], in endeavoring to make the mouth of the river. The *Gen. Wolfe* was hauled off on Wednesday by the *Transit*, without sustaining much damage.

"On Friday night, it blew quite a hurricane, which continued during Saturday. Two schooners the *Sir F. B. Head*, and the *John Simpson*, struck on the bar, at the mouth of the harbor here, where they still remain considerably damaged, and their cargoes of course, also damaged. It is impossible as yet to say, to what extent these vessels and cargoes, may have been injured. The *Sir Francis*, we understand, is laden, with flour, belonging to Mr. W. Gamble, and the *John Simpson*, with ashes and flour, belonging to Mr. John Simpson, Darlington. No insurance on either. Fears were entertained for the safety of the crews, during the raging of the storm on Saturday, when Captain Richardson, with a few others humanely volunteered to go to their assistance, with a life boat. The crews, however, remained on the vessels. Private accounts from Kingston mention that a number of small craft have been washed on shore, and much damaged.

Toronto *Colonist*.

Hamilton *Journal and Express*, November 25, 1842.  
James J. Talman.

## RECORD TIME

"This afternoon CAPTAIN RICHARDSON'S new Stamboat [sic] *Chief Justice Robinson*, made her trial trip to Queenston in fine style. She is a beautiful piece of workmanship, and no pains or expense has been spared by the worthy Captain to render her of the first class. She went from this place to Queenston in thirty seven minutes, and returned in twenty six, and it is thought she will run much faster. *Niagara Reporter*.

Hamilton Journal and Express, December 16, 1842.

James J. Talman.

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# GREAT LAKES CALENDAR

By BERTRAM B. LEWIS

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## OCTOBER, 1947

The Paterson Steamship Company of Fort William, Ontario purchased three American vessels within a few days. Bought were the 380-foot *W. D. Calverley, Jr.* and the 416-foot *Martin Mullen* from the Pioneer Steamship Company of Cleveland and the 255-foot canaller *Steel Electrician* from the United States Steel Products Company.

## NOVEMBER, 1947

The steamer *Secandbee*, which earned fame as a luxury passenger ship in peace and as an aircraft carrier named the *Wolverine* in World War II, ended her days of glory on a scrap heap. The United States Maritime Commission accepted \$46,789 for the proud old vessel on which thousands of Clevelanders and other Ohioans had traveled between Cleveland and Buffalo and on cruises to Chicago. She was purchased by A. F. Wagner of Milwaukee. The *Secandbee* was built in Detroit in 1913 for the Cleveland & Buffalo Transit Company of Cleveland at a cost of more than \$1,600,000. She was of 6,381 gross tons and of all-steel construction with four decks and four smokestacks. Her furnishings were luxurious and she had the distinction at one time of being the largest sidewheel steamer in the world. The ship was sold in 1941 to the Cleveland & Buffalo Transportation Company of Illinois as a step in the liquidation of the Cleveland & Buffalo Transportation Company of Cleveland. The navy took her over in 1942 to convert her into the first aircraft carrier to ply inland waters, paying \$750,000. In November, 1944, the *Wolverine*, with her 550-foot flight deck, set an all-time record for carrier landings in one day when she completed 633. Nearly 18,000 naval aviators earned their "sea wings" aboard her before she was retired in February, 1946.

## NOVEMBER, 1947

The Overlakes Freight Corporation of Detroit sold the 346-foot, 5,900 gross ton steamers *Sonora* and *Sultana* to their former owners, the Nicholson Transit Company of River Rouge, Michigan. The ships were built in 1902 by the Superior Shipbuilding Company at West Superior, Wisconsin for the Tomlinson interests.



#### NOVEMBER, 1947

The first commercial coal to be loaded at the Baltimore & Ohio Railroad's new \$3,000,000 coal dock at Lorain was dumped into the steamer *U. S. Gypsum* of the Boland & Cornelius fleet. The cargo totaled 8,300 tons.

#### DECEMBER, 1947

The *U. S. S. Gemini*, a former Great Lakes freighter which was built during World War I and served as a navy transport in the Pacific in the last war, was sold to Finnish interests for reconversion into a freighter for ocean trade. The ship was purchased from the United States Maritime Commission by her former owners, the Saginaw Dock & Terminal Company of Cleveland, which resold her to the Fenno Shipping Company of Helsinki. The 250-foot ship was built in 1919 by the Manitowoc Shipbuilding Company. Two motorships, the *Cleveland* and *Detroit*, were purchased by an American vessel company for transfer to Canadian interests for conversion into oil tankers. The ships, formerly owned by the Erie & St. Lawrence Corporation, were built in 1923 for the Minnesota Atlantic Transit Company. The *Cleveland* was formerly known as the *Twin Ports* and the *Detroit* as the *Twin Cities*.

#### DECEMBER, 1947

Iron ore brought down the lakes in the 1947 season broke all peace time records. It totaled 77,898,087 gross tons, or 99.87% of the 78-million ton goal set for the season, and was 12,693,487 tons more than the previous peace time record, set in 1929. The all-time record was 92,076,781 tons set in 1942.

#### DECEMBER, 1947

Carrying the most valuable cargo ever shipped from Port Arthur, Ontario, the steamer *Sir Thomas Shaughnessy* locked down through the Soo with 307,000 bushels of flax, valued, according to Captain A. R. Irvin, at \$2,299,158.

#### DECEMBER, 1947

The steamer *William C. Warren* of the Upper Lakes & St. Lawrence Transportation Company, Ltd., which went aground in Lake Huron near Presque Isle in a gale November 7 and which subsequently was put up for sale on an "as is, where is" basis, was sold to the Mohawk Steamship Company of Montreal.

#### JANUARY, 1948

By purchasing 75,000 shares of stock, George J. Kolowich, former Hamtramck, Michigan, banker, gained a working control of the Detroit & Cleveland Navigation Company. The line, which carries passengers between Detroit and Cleveland and Detroit and Buffalo, was founded in 1850 by Captain Arthur Edwards with two ships. The company was incorporated in 1868 and its big expansion began about 10 years later when James T. McMillan, a United States Senator from Michigan, bought a large block of the stock. The McMillan family operated the company for almost 70 years.

#### JANUARY, 1948

Engineers from the University of Michigan joined coast guard and other government representatives in icebreaking experiments aboard the cutter *Mackinaw* near the Straits of Mackinac to determine the best type of hull for icebreaking, the best distribution of structural material and the minimum horsepower needed to break ice of a given thickness.

## The Great Lakes in Niles' National Register

NILES' NATIONAL REGISTER was from 1811 to 1849 the leading American news magazine. Long considered by scholars a valuable source for the study of American history of the period, it contains frequent items pertaining to the Great Lakes. The Editors of INLAND SEAS plan to extract and publish these serially believing that they are intensely interesting in themselves and that by so doing writers and scholars will benefit. (The Editors are indebted to Col. H. A. Musham whose items in MARINE INTELLIGENCE OF OTHER DAYS suggested this project to us.) All articles relating to the War of 1812 have been omitted, as historians of the War have exhausted NILES as a source and repetition is unnecessary. The REGISTER frequently reprinted from other sources such as contemporary newspapers or magazines as indicated at the end of the extracts.

—The Editor.

### The Fur Trade

THE SCHOONER *Silena*, Dobbins, arrived at Niagara on the 31st ult. having on board a cargo of FURR, estimated at one hundred and fifty thousand dollars.

October 29, 1811, vol. 1, p. 136

### War Predicted

THE BRITISH have on lake Ontario, the ship *Royal George*, of 22 guns, long 12's; *Earl of Moria*, 12 guns; *Duke of Kent*, 6 guns; *Duke of Gloucester*, 6 guns, and *Ternato*, 6 guns; all manned. The United States have there only one brig mounting 12 twenty-four pound carronades.

The frequent marching of troops, and the formation of sev-

eral new military posts, induces a belief that the governor of Canada expects a war with the United States. But Canada contains, in itself the seeds of its own subjugation whenever the United States shall give the word. We mean in the American emigrants as well as the dissatisfied French descendants. But Quebec and some other places would make a formidable defence.

October 11, 1811, vol. 1, p. 88

### The Queen Charlotte

HIS EXCELLENCY WILLIAM HULL, governor of Michigan, was conveyed from Detroit to Buffaloe in the British sloop of war *Queen Charlotte*, and she complimented him with a salute on his landing.

November 9, 1811, vol. 1, p. 168

## Account of Quebec

(From *Travels through the Canadas*, by George Heriot, London, Richard Phillips, 1807, pp. 62-75. As this book is available in several large libraries in the Great Lakes area, INLAND SEAS will not take the space to reprint this long account.)

July 25, 1812, vol. 2, pp. 345-6

### Upper Canada

THE GEOGRAPHY of this province being but little known among most readers, we have procured from a friend (who has resided in places which enable him to learn the situation, settlements, &c. of the southern section of that territory) the following sketch. As it is two or three years since he left that quarter, his recollection may fail in giving a correct outline but imperfect as it is, it will be gratifying at this time:

"The village of Sandwich lies opposite Detroit, about one and a half miles below Detroit garrison, and is situated on the bank of Detroit river. The country is settled along the river from lake St. Clair (ten miles above Sandwich) to Malden, or Amherstburgh, sixteen miles below. This part of the country is handsomely situated: the land good and unbroken, with excellent roads. Fort Malden is situated on a point of land at the mouth of Detroit river, and commands a view of lake Erie and the main channel of the river. (Here are built most of the king's armed vessels for lakes Erie and Huron.) It is a port of considerable importance, and I believe

the only fortification place between fort St. Joseph's near the mouth of St. Mary's river, (outlet of lake Superior) and fort Erie. There is also a considerable settlement on the river of Thames, which empties into lake St. Clair, from the north-east, about 30 or 36 miles above Sandwich, composed principally of persons who have fled from the United States to escape justice. There are several settlements on the north side of Lake Erie, but none of any importance except those about Long Point.

"The land from Detroit to lake Erie (on the American side) along Detroit river, is low and marshy and mostly uninhabited. There are several islands in Detroit river, some of which are inhabited.

"The distance from Detroit through Canada (from Sandwich to fort Erie) must be about 300 miles. The roads are tolerable, though the country is new. Formerly people travelling from Detroit to the eastern states, went this route in preference to going on the south side of lake Erie.

"A considerable proportion of the inhabitants opposite Detroit are French, with some English, Scotch, Irish, &c."

August 22, 1812, vol. 2, p. 412

### Canada

THE FOLLOWING historical and geographical sketch of Canada, and our western frontiers, we copy from the *Essex Register* published in Salem, (Mass.):

"Quebec was established early in the seventeenth century, and at the



time of the landing at Plymouth had in it about 50 persons, including men, women and children. In the year in which the Massachusetts settlers came it was surrendered to the crown of England, but in two years it was restored to France. At the time of its restoration, Quebec had a few mean houses near the fort, a few cabins were in Montreal, and in several other places on the St. Lawrence for the fishery, and these were the whole settlements of Canada. At the restoration of Charles II to the crown of England, the French were ambitious to comprehend the nature of their possessions in America, and during the republic had repeated negotiation with New England. In 1660 they visited both Hudson's bay, and Lake Superior, and soon after the Canada company, finding the English in the possession of the Dutch settlements upon Hudson river, gave up their rights to the king. The forts then between the two settlements were established, and a new division of the settlement begun, into Canada, Port Royal and Arcadie, and the two last soon fell into the hands of the English. It was soon after this event in 1671, the Hurons did attempt to settle at Michilimacnac, according to Charlevoix; not upon the island on which the fort now stands, but upon a point of the continent advancing southward, opposite to another which projects northward. After this settlement the course of the Mississippi was discovered from Canada, by passing down Michigan into the Mississippi, in lat. 42, in

June 1673, and at this time the junction of the Missouri and the Mississippi was discovered. After this discovery in a few years the claims of the French were for a fourth time restored to them, and in a few years the fort of Niagara was built. From Niagara, Charlevoix passed lake Erie to open a communication between the mouth of the St. Lawrence and the mouth of the Mississippi. He crossed Long Point, upon a portage of 60 paces, and went to Detroit.—From the entrance of Detroit to the isle of St. Clair, he reckons five leagues, and in passing to lake Huron he found the strait about 32 leagues long, and above the island the strait opens and forms a lake bearing the name of the island, about six leagues long, and in some places as wide. After leaving the straits, as he then reckoned sixty leagues, he came to Michilimacnac, which he places between the three lakes Hudson (i.e. Huron), Michigan and Superior.—Between Huron and lake Superior, he says there is a strait of 22 leagues embarrassed with rapids, which do not prevent the passing canoes. He then represents Michilimacnac as an island at the extremity of lake Huron about 4 miles in circuit, to be seen many leagues, and which had then given a name to all the country around it. Two other islands lay south of it, and one of them is 5 leagues long, and the other smaller. Easter island is upon the left, after having entered lake Michigan, which he entered to continue his passage to the Mississippi, and as we

have followed him thus far, we may continue with him through his course, noticing only such things as may be necessary to discover his route to the modern traveller.

"The river St. Joseph enters Michigan in a southern course being navigable 90 leagues up, and the fort is up the river at half this distance upon an island in 44 and an half degrees north. Six leagues above the fort on the St. Joseph, he passed above a league the Praire de la tete de hocul, and after passing another league he comes to the sources of the Theakiki. Proceeding 50 leagues on this river from its source he found a lake, but as the river opens it is less deep, and the largest stream it receives, is the Iroquois. At the Forks joins the Illinois which after 60 leagues is so small as to have hardly two feet of water, while the Theakiki after 100 leagues, is here a fine river. Below the forks 15 leagues, the river now called the Illinois is deep and large, and received many streams in its course. . .

"Later discoveries have shown that in the spring at the sources of the rivers which pass to Michigan, to Ohio and to Mississippi, the rise of the waters has made the carrying places of canoes almost needless, so easy is it to pass from the waters which empty at these different places. Mr. Harris in his tour has shewn<sup>1</sup> how the voyage might be accomplished in a much shorter route, in consequence of the dis-

coveries made of navigable waters. Instead of entering Detroit river in lat. 42, the traveller may pass into the Miami of the lakes (i.e. the Maumee) and so on into the Wabash, and down the Wabash to the Ohio and Mississippi. The Miami he says is navigable by canoes to the portage which leads to the Wabash. It is said in the time of the spring, the waters of the rivers which meet here are united. The progress of our army in this route from the Wabash to Detroit, will give us a more exact account of this country. . ."

September 26, 1812, vol. 3, p. 51.

### North Western Country

THE FOLLOWING extract of a letter from a very intelligent gentleman in Illinois territory, dated Aug. 20, 1812, affords much general information, particularly interesting at this moment, when our attention is directed to the country it describes as the theatre of warlike operations.—

*National Intelligencer.*

"Michilimacinac stands on an island on the northern part of lake Michigan; on one side it is nine miles, and on the other side six miles from mainland; near the fort is a considerable village of the same name, at which the merchants in this country, engaged in the Indian trade, receive their supplies of goods; it is a flourishing village, and owes its consequence entirely to Indian trade."

1. Harris, Thaddeus M. *Journal of a tour into the territory northwest of the Alleghany mountains.* Boston, 1805, p. 115.

## NOTES

### *Wisconsin Dauphin*

**D**ID LOUIS XVI of France and Marie Antoinette have a son who became a missionary to the Indians and died at Oneida, Wisconsin? This question, long thought dead, has been revived by the removal of the remains of Eleazar Williams from Hogsburg in northern New York to Oneida.

The theory that Williams was the "Lost Dauphin" rests on his own claims, which he did not advance till he was fifty years old and for which he was never able to bring any evidence that would stand up. It is certain that he was the son of Thomas Williams, a St. Regis Indian, and his wife Mary Ann Kenewatsenri. His father had an interesting line of descent, as he went back to Eunice Williams, who was captured by the Indians in

their raid on Deerfield, Massachusetts in 1704. Eunice married an Indian chief and all her descendants bore the name of Williams.

Eleazar became a missionary to the Oneidas, and brought about their migration from New York to Wisconsin. He lived on the Fox River, and published several books in the Oneida language. His pupils thought little of him, however, reporting that he was hypocritical, deceitful and lazy.

Presumably Oneida honors him for his missionary work, and not for the unfounded notion that he was of French royal blood. The same theory, incidentally, has been advanced for the great painter of American birds and animals, John James Audubon, and with no more foundation.

### *Foundation for the Preservation U.S.S. Michigan Incorporated in Pennsylvania*

**F**OR TWENTY-THREE years the U. S. S. *Michigan* (*Wolverine*) has been lying in Erie Harbor, abandoned. Her hull, made of "Juniata Iron," is today just as sound as it was in 1843. The woodwork, decks, and bulkheads have

gone to pieces. She is the oldest iron ship in the world, the first iron warship ever built.

For several years the Executive Committee of the Foundation has considered various plans by which we have hoped to perpetuate the



memory, if not the actual existence, of the Ship. These plans resolve to three:

(1) Rebuild the Ship for sentimental and for exhibition purposes. This was the original intent of the Foundation. However, the plans of F. D. R. for the Roosevelt Museum of Old Ships—*Constitution, Constellation, Hartford, America, Michigan, Boxer*—to be located near the Washington Navy Yard, are permanently pigeon-holed in the Navy Department. For us to rebuild the Ship would cost at least \$350,000. There is no possibility of our obtaining Federal Funds. There is no chance of getting State Funds. The task of raising that sum by popular subscription, and of raising an amount for annual maintenance is one which the Committee deems it unwise to undertake either at this time or in the foreseeable future.

(2) Sink the Ship, with dignity and with decency, with full military honors. A grave has

been designated by the Corps of Engineers, U. S. Army, at a spot on the International Boundary Line opposite Erie.

(3) Cut off the bowsprit, the stem and a few feet of the hull and erect them on shore as an appropriate monument to the Ship, and scrap the rest of the hull. The Pennsylvania Park and Harbor Commission has given its approval to this. The author of this plan is Commander William L. Morrison, who was last in command of this Ship.

The Executive Committee inclines toward the above Third Plan, but before making a final decision we would like to have an expression from the many who are interested in the U. S. S. *Michigan*. The condition of the Ship is such that it is imperative that something be done this year. Any advice which you give to the Committee will be carefully considered.

HERBERT R. SPENCER,  
*Acting Secretary.*

5 April 1948.

## Inland Seas and Index

THE INDEX to volume two of INLAND SEAS will be ready soon. Members who wish to receive it please request by post card. The long delay in issuing the index as well as the tardiness of INLAND SEAS has been due to difficulties in getting a good printer at our price. We have made another change,

hoping to improve the situation. The October issue was delayed three months at the printer's to the extreme regret of your editors. If each member of G.L.H.S. would obtain one new member, our financial and consequently our printing difficulties could be solved.

## Three Great Lakes Freighters now on the Pacific

### 1. Str. W. J. Conners

The *Mauch Chunk* and *Wilkesbarre* were sister vessels, built in 1901 by the Union Drydock Company at Buffalo for the Lehigh Valley Transit Company. They measured 404'6" in length by 50'6" beam. In 1919 they were sold to the Great Lakes Transit Corporation and were renamed *W. J. Conners* and *Edward E. Loomis*, respectively. The *Loomis* was badly damaged in a collision in 1934 with the Canadian freighter *W. C. Franz* and never saw active service again. The *Franz* was sunk with some loss of life.

The *Conners* remained with the G.L.T.C. until 1942 when she was bought by the Maritime Commission, and was taken down the Mississippi on pontoons and rebuilt for ocean service. The two pictures show her as she appeared on the Great Lakes, and as she looked a few years later, about 1944 in Seattle harbor. Only on the closest scrutiny can one find any resemblance, due to the numerous changes effected in the reconstruction. Gray hulls, life rafts, and gun emplacements give the old ship a truly warlike appearance, much unlike the trim ship we knew of old.

### 2. Str. Duluth

The *Duluth* and her sister ship the *Superior* were the pride of the Western Transit Company in the early years of the twentieth century. The *Duluth* was built in 1903

at the South Chicago yards of the Chicago Shipbuilding Company, of dimensions 402' by 50'. The *Duluth* went over to the Great Lakes Transit Corporation in 1915 as the result of legislation forbidding the railroads to operate steam ships parallel to their lines.

The ship had almost completed her fortieth year on the lakes when she was taken to the Pacific for war duty. She has seen considerable service on the West Coast. The two pictures show her at Milwaukee a few years ago, and in her new rig, at Seattle, last year.

### 3. Str. J. E. Gorman

The last three freighters built for the Mutual Transit Line were the 370 foot package vessels *North Lake*, *North Sea*, and *North Star*. They were built at Ecorse and St. Clair by the Great Lakes Engineering Works. All three were transferred to the Great Lakes Transit Corporation in 1915. The *North Lake* was renamed *J. E. Gorman* in the late twenties, in honor of the president of the Rock Island Lines. She was leased to the Minnesota Atlantic Transit Company in 1941. She left the Lakes, via Chicago and the Mississippi in the following year. After her ocean-going rebuild her contour bears little resemblance to her former self.

Near the end of her career on the lakes a curious incident relating to this ship occurred. An advertisement of a Buffalo corporation appeared in several magazines, show-

ing a bow view of a ship in dry-dock, bearing the fictitious name *S. R. Morgan*. What actually happened was that a commercial artist retouched a photo of the *J. E. Gorman* taken at the Buffalo shipyards during her overhaul in the winter of 1940-41, and by changing four letters in her name he produced a ship which never appeared in the registry.

What the future holds for these ships and many others like them which have left the Great Lakes cannot be foretold. They are old,

and already our nation has a surplus of new tonnage. Perhaps they will be sold to foreign owners. It would be interesting to be able to predict how long they will last. However, if we recall that ships like the *Selwyn Eddy*, *Ogdensburg*, and *Owego* which went out from the Lakes in World War I were still in active service in the late thirties, we may hope for a few more decades of good sailing for these veterans of the Inland Seas.

—REV. EDWARD J. DOWLING, S.J.

### *Shipwrecked Crew Saved by a Bathtub*

THE *L. C. Waldo* of the Roby Transit Company, Detroit, built in 1896 at Bay City, was still a fine, good ship when she stranded on the rocks just off Manitou Island at the tip of Keweenaw Point, Lake Superior, in the great storm of November 9, 10, 11, 12, 1913. This is the story as the late Captain John Duddleson of Sault Ste. Marie, related it.

The ship struck the rocks bow on and soon developed a crack across her deck. As this indicated she might break in two, leaving the stern to slide back into deep water, the crew ran forward, not even taking time to secure any food or extra clothing. Of course the steam pipes carrying heat to the forward cabins had broken too. As the weather was freezing cold, if not rescued quickly, the crew were in danger of perishing from exposure. Here the ingenuity of the Chief Engineer, Albert Lembke, came to

the rescue. Out of the Captain's bathtub he improvised a stove which saved all of their lives. For fuel they chopped up the pilot house and the Texas or officers quarters, and took refuge in the chain locker between decks. By turning the bathtub upside down and supporting it a few inches above the floor, which was of steel, they were able to build a fire in their stove.

For a smoke pipe they adjusted water pails, one slipped over another, each with a hole punched through the bottom, and arranged to lead to a dead light in the side of the hull. The large number of pails necessary came from the emergency fire equipment.

The crew was divided into squads, each taking turns close up to the stove, while the others exercised to keep warm. The Captain said one man at first refused to split wood, but after being ex-



cluded from a chance to get near the stove he was glad to change his mind.

After ninety-three hours the life saving crew from Eagle Harbor rescued them and an exhausted and very hungry crew of men and women were saved. The two women of the crew were the steward's wife, Mrs. Arthur Rice, and his mother, Mrs. Mackey, both of Lorain, Ohio, who bravely faced this ordeal and led in cheering the men and keeping up the morale of all.

In the wrecking of the forward cabins the Captain's safe was over-

turned and ship's money was strewn all about the floor. No one thought about picking it up, for since life itself was so uncertain, money had lost its value.

The *Waldo* was salvaged and rebuilt, passing into Canadian ownership under the name of *Riverton*. If any of our readers see a ship some day called the *Mohawk Deer*, she still survives, for a few years ago her name was again changed. She has had a long life and a good one, may she not meet with an untimely end.

—EDWIN T. BROWN.

## Joint Meeting

SHADES OF LASALLE'S *Griffin* paraded again at the meeting of January 30th of the Great Lakes section of the Society of Naval Architects and Marine Engineers. The Great Lakes Historical Society was host for the meeting.

After a business session in the auditorium of Cleveland's Main Public Library the group adjourned to Carnegie-West Branch library where the interesting and fast growing collection of navigation instruments, books of the sea and other "nauticalities" making up the Cleveland Marine Museum exhibit is housed. The museum is a joint project of the Society and the Cleveland Power Squadron.

During the banquet that followed at Hotel Hollenden about 200 people heard Richard P. Tappenden and Wallace J. Baker, both of Cleveland, present their indi-

vidual views on the solution of the mysterious disappearance of the ill fated *Griffin*, the first vessel built by the white man to sail Lake Erie.

Harlan Hatcher, the scheduled speaker, was unable to attend due to a death in his family.

## Cleveland Yacht Club

UNDER THE ABLE DIRECTION of A. A. Mastics, Secretary of the Society, a projection slide series has just been completed depicting the history of Cleveland Yacht Club. The pictures cover the club's seventy year span of life from its founding by Commodore George W. Gardner in 1878 to date.

A recorded narrative with musical background to accompany the slides is currently being prepared.

## Picture Committee

THE G.L.H.S. PICTURE COMMITTEE, Mr. Lawrence Pomeroy, Chairman, has received many fine photographs and prints for the collection from our members. Mr. Bernard Vixseboxse again gave a group of early colored prints, one of which, "The City of Detroit" from the Canadian shore, with a copyright date of 1872, will be awarded to the donor of the most unique contribution to the Picture

Committee before the next issue of INLAND SEAS appears.

## Magazines Wanted

THE Cleveland Public Library urgently needs volumes 1-10 of the *Marine Record* and volumes 1-15 and 18-24 of the *Marine Review* to complete its files. If readers of INLAND SEAS know where these may be obtained please write the managing editor.

## Boats on the Great Lakes in 1818

STEAMBOAT *Walk-in-the-Water*—  
Job Fish

Passengers from Cleveland to  
Buffalo—Miss L. Morgan, Dr.  
D. Long, S. S. Dudley, Dr. J.  
L. Beach, etc.

BUFFALO PACKET—G. Cady

### SCHOONERS:

*Fair Play*—William C. Johnson

*Dolphin*—Ezra Williams

*General Huntington*—A. Jones

*Elias*—M. Taylor

*King Bird*—Israel Lomis

*Ranger*—N. Naper

*Wolf*—George Bishop

*General Jackson*—J. Blake

*Rachel*—R. Eaton

*Commodore Perry*—Harper Johnson

*Maria*—Gideon J. Leet

*Boxer*—John Naper, H. Sammis

*Independence*—John Brook

*Friendship*—J. R. Kelly

*Black Snake*—Jacob Wilkinson

*Fire Fly*—D. D. Norton

*Diano* (Sloop)—Cornelius Ferris

*Wasp*—Elam Crane

*Neptune*—Levi Johnson

*Uretter*—D. D. Orn, J. Baldwin

*Traveller*—C. Brown

*Salem Packet*—S. Ward

*Michigan*—W. Norton

*Zephyr*—E. Wilcox

*Olive Branch*—John Robson

*American Eagle*—William Gaylord

6 families of Irish—47 passengers

—three months from Ireland—

also 100 barrels of salt—Buffalo  
to Cleveland.

### SCHOONERS:

*Erie*—R. Gillet

*Leopard*—Z. Wellman

*Paulina*—John K. Waley, J. M.  
Millin

*General Scott* (Sloop)—S. Tucker

*Elizabeth*—M. Tyler

*Liberty*—H. Reed

*Mink*—S. Duncan

*Sally*—William Pratt

*Sloop Livonia*—A. Thorp

*Schooner Eagle*—J. Hammond

*Sloop Nautilus*—W. Chapman

*Schooner William*—G. Austin

Open Boat *Luther Chapins*—Cargo of stone ware.

Open Boat *Bonaparte*—Luther Chappens

#### WRECKS

Schooner *Paulina*—November 1818—driven on shore at mouth of Grand River—crew saved—cargo of salt lost.

Schooner *Boxer*—lying in mouth of Grand River—complete wreck—crew saved.

\* \* \*

Schooner *Wasp*—driven on shore, mouth of Cunningham's Creek—crew saved.

—Compiled by C. S. METCALF from the *Annals of Cleveland*.

## The Great Lakes in Print

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*An Index to magazine articles and notes on the Great Lakes which have appeared in current periodicals not exclusively devoted to the lakes.*

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*Aviation and Yachting*, April, 1948, pp. 6-7. Cleveland Nautical Museum, by Milt Gallup.

*American Neptune*, October, 1947, pp. 298-314. Early Great Lakes Steamboats—The Caroline Affair, 1837-1838, by H. A. Musham.

January, 1948, pp. 37-66. Early Great Lakes Steamboats—The Battle of the Windmill and Afterward, 1838-1842, by H. A. Musham.

*Canadian Geographical Journal*, December, 1947, pp. 278-291. Historic Rideau Canal, by Lyn Harrington.

February, 1948, pp. 53-69. The St. Lawrence Seaway—Navigation Aspects, by Daniel W. Hoan, pp. 70-71. Power Potentialities of the

St. Lawrence River, Statement by the Dominion Department of Transport.

*Michigan History*, June, 1947, pp. 162-173. The Dustless Road to Happyland [Graham and Morton Line], by Rev. Edward J. Dowling, S.J.

*State and Local History News*, November, 1947, p. 18. With local Societies [The Great Lakes Historical Society].

*Think*, February, 1948, p. 17. Great Lakes Train-Ships, by J. Julius Fanta.

*Traveltime*, November, 1947, pp. 16-17. Northwest Passage, by Terry.

*Wisconsin Magazine of History*, June, 1947, pp. 433-440. An Immigrant's Memories, by Mrs. T. S. V. Wroolie.

September, 1947, pp. 7-28. Olaf Erickson, Scandinavian Frontiersman, Part I, by Olaf Erickson.

December, 1947, pp. 186-207. *Ibid.*, Part II.



## This Month's Contributors

EDWIN T. BROWN of Sault Ste. Marie is a Collector of Marine for the Chippewa County Historical Society.

REV. EDWARD J. DOWLING, S.J., of the University of Detroit is an able historian of Great Lakes shipping.

ELSIE JANET FRENCH is a retired school teacher of Chicago who has written before for INLAND SEAS.

THOMAS H. LANGLOIS is director of the Franz Theodore Stone Laboratory at Put-in-Bay, Ohio and writes frequently for INLAND SEAS on history of the Erie Islands.

ANNA S. MOORE is a member of the staff of the Detroit Public Library, Burton Historical Collection. She has previously contributed to INLAND SEAS.

DR. NEIL MORRISON and his wife, SARA MOORE MORRISON of

Windsor, Ontario, write extensively about the Great Lakes in prose and poetry.

C. H. NORRIS is Coal Freight Agent for the Baltimore and Ohio Railroad at Cleveland.

GRACE LEE NUTE, professor of history at Hamline University and curator of manuscripts of the Minnesota Historical Society, is the author of many books on the Northwest, notably *Lake Superior*, in the *American Lakes Series*.

Among the book reviewers: A. B.W. is Arthur B. Williams of the Cleveland Museum of Natural History; H.B.L. is Helen B. Lewis, Supervisor of School Libraries; M.S. is Mildred Stewart, Head of the Technology Division; M.G.R. is Martha G. Roney of the Stevenson Room for Young People. The last three are staff members of the Cleveland Public Library.

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## Book Reviews

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WHITE TERROR, by John J. Floherty, Philadelphia, J. B. Lippincott Company, 1947. \$2.75.

Written by a versatile author who began his career as a sailor, *White Terror* tells of the adventures of brave men in the treacherous, ice-laden Arctic waters. The twin adversaries of ships and men in the northern Atlantic are icebergs and fog. It is here that air currents passing over the warm water of the Gulf Stream are charged with quantities of aqueous vapor invisible until it meets cold water flowing from the North, or the vast areas of ice, present during certain seasons. Then, with con-

densation, the sea is smothered as though with a huge blanket, and navigation becomes a game of chance.

The account of the sinking of the *Titanic* is particularly gripping. It was the sinking of this "unsinkable" ship which focused the attention of the world, for the first time, on the ice menace. Years before, Benjamin Franklin, as Postmaster General, was roused over the loss of ships and collected data scientifically to chart the ocean currents involved; but now an international Ice Patrol was formed, and the United States Coast Guard led the way in stalking the enemy, ice. It is interesting to note that since the inauguration of the International Ice Patrol in 1914, no ship has been lost through collision with a drifting iceberg.

The chapter entitled "Ice, the Mystery," is proof again that nature's phenomena can be as fascinating as a drama in which men play the leading roles. It describes the continuous process of the shifting of the great cap of ice which extends over the northern part of the world, and the "calving" of bergs.

For the layman, this volume sheds light on the mysteries of oceanography, explaining how tests are made for salinity and temperature, often under most adverse conditions, calling for courage and perseverance; how currents have been charted; how the recently developed detectors, radar and loran, are being used to locate drifting ice. An evening spent with this book will be both interesting and educational.

—M. G. R.

FISHES OF THE GREAT LAKES REGION, by Carl L. Hubbs and Karl F. Lagler. Cranbrook Institute of Science, Bloomfield Hills, Mich., 1947. \$3.00.

This is a practical handbook of the fishes of the area covered. It is an expansion of an earlier edition, more than doubling the number of illustrations and adding popular accounts of the 29 fish families treated.

The illustrations, including 26 in color, are excellent. The book includes keys and descriptions which make possible the ready identification of the 232 forms presented. There is a short discussion of anatomical features and methods of measuring, collecting and preserving fish. The size is such that it can readily be carried in the pocket.

An excellent book for the sportsman who cares to know something about the fish that he catches, as well as an invaluable aid for the scientist and collector interested in fishes of the Great Lakes and their tributary waters.

—A. B. W.

THE VOYAGE OF THE *CAP PILAR*, by Adrian Seligman. New York, E. P. Dutton & Co., 1947. \$3.00.

"Voyage to South Seas in sail: schooner leaving August for about a year. Six young men wanted to crew, each contribute \$100 towards expenses."

This advertisement in the London Times in the summer of 1937 was inserted by a young Frenchman with \$3,500, a certificate of competency as second mate, and an earnest desire to get married. The response was terrific, including an application from a maiden lady who said that she could imagine "nothing more restful than sitting upon the heaving deck of a ship with the white sails blowing out overhead." (P. S. She did not get the job.) The crew finally consisted of nine young men, of whom only one had any sailing experience. The tenth was Seligman's newly acquired wife, who had charge of stores. Later in the cruise a small daughter became the only passenger.

The 295-ton schooner, running 118 feet between uprights, with an extreme breadth of 27 feet, sailed from Brittany to Teneriffe, Rio, Tristan da Cunha and Capetown. Thence to Australia, the Marquesas, Peru, the Galapagos Islands, the Panama Canal, Jamaica, New York and Halifax. The voyage took a little more than two years, winding up soon after the outbreak of war. The motley crew weathered storms, calms, minor feuds, and had a wonderful time. Even a landlubber would be thrilled at reading of their gay adventures, enlivened with exquisite photographs. And anyone who had tried his hand at Great Lakes sailing would be filled with desire to see if his boat could not equal the achievements of the *Cap Pilar*.

— G. W. T.

BOATBUILDING IN YOUR OWN BACKYARD, by S. S. Rabl. New York, Cornell Maritime Press, 1947. \$5.00.

This is a usable manual for the amateur, which supplies instructions for simplified construction of pleasure craft. There are plans for a dozen boats and everything the would-be shipbuilder needs to know to develop them—from the selection of the woods to be used, the tools and equipment needed, to the sails and rigging and installation of the motor.

The author is a naval architect who has written for the magazines about his hobby and has recently published *Practical Principles of Naval Architecture*, 1942, and *The Star Atlas and Navigation Encyclopedia*, 1946. The frequent anecdotes make it good reading not only for the person planning to build a boat, but also for almost anyone interested in them.



A satisfactory guide for the man who wants to build well. The topics considered are covered clearly and in detail. As long as the builder sticks to the backyard for his project and doesn't move into the basement, all should be clear sailing.

—M. S.

**STRONGHOLD**, by Donald Barr Chidsey. New York, Doubleday, 1948. \$3.00.

"Thing I don't like," whispered John, "is we take 'em out there, right to the edge of excitement—and then we turn back!" The scene is Connecticut in the vicinity of Stonington and Wamphassuck Point. The time—the early 1800's. The edge of excitement—to two sixteen-year-old boys—is found in piloting American ships through the blockade.

The Point villagers, in common with other New England sea-faring folk, had a difficult problem to solve in 1808 and the next few years. This was after Mr. Jefferson's Congress, sharing his belief that the only way to keep out of a European brawl was to keep out of everything else, had passed the Embargo Act which forbade commerce of any kind with any belligerent nation—and there were no neutrals. It meant that the Point folk not only had to smuggle goods in, but if they wanted to live, to take to sea the trading vessels on whose cargoes their livelihood depended. (Many a good citizen had a small share of a voyage. No need to mention it.) It meant dodging warships and revenue cutters of foreign countries—and of their own country as well—both going and coming. They used any means at hand that would get the goods out, and that gave the two young boys, Habakkuk Jones and John Rellison, apprenticed to old Judge Watts, the chance to lead adventurous lives by using their expert knowledge of boats and the coast to pilot ships running the blockade. "The boys did the job cheaper than any other pilot available, which is why they were so much in demand; but, if asked, they'd probably have done it for nothing . . . It was their fun, the game they played, the only game they had a chance to play."

The night the story opens, John—who resents "taking 'em out right to the edge of excitement—and then turning back,"—signs on a merchantman and sails for a foreign port, leaving Hab to climb down alone into his tiny sailboat and return home through the darkness and storm. Hab earns his freedom, and the love of Deliverance, the Judge's daughter. Then—one night—through a freakish accident, he too found himself bound for a foreign port. The rest of the book tells of his adventures on the lush island of Martinique, his impressment into the service of the British Navy, of three hard and cruel months aboard a British man-o-war, and the thrilling story of his escape and return home—at seventeen, no longer a boy but a man. A tale of love and adventure, full of action, color, historical background and romance.

—H. B. L.

# THE GREAT LAKES HISTORICAL SOCIETY

IS A NONPROFIT ORGANIZATION SPONSORED BY THE CLEVELAND PUBLIC LIBRARY

Its objectives are to:

Promote interest in discovering and preserving material on the Great Lakes and the Great Lakes area of the United States and Canada, such as books, documents, records and objects relating to the history, geography, geology, commerce and folklore of the Great Lakes.

Centralize information regarding such collections through the co-operative efforts of local historical societies and libraries throughout this area.

Sponsor an inclusive bibliography or finding list of materials on Great Lakes history and historical material scattered over the entire area and to be found in public, private and college libraries, in historical societies and religious institutions of the United States and Canada.

Publish INLAND SEAS, a quarterly bulletin containing articles and memoranda pertinent to the interests of The Great Lakes Historical Society and those interested in the history and commerce of the Great Lakes.

The Great Lakes area is the richest in the world, with a fascinating and romantic history. The Society is working for public appreciation of the courage, enterprise and sacrifice of our people who built up this great region and for permanent preservation of its history.

Annual membership fees of the Society are used for the publication of INLAND SEAS, for costs of preparation of the Lakes bibliography, and for any other projects approved by the Board of Trustees.

It offers three types of membership: Life (individual or organization), \$100.00; Sustaining (individual or organization), \$10.00 or more annually; Annual Membership (individual or organization), \$5.00 annually. Please make checks payable to The Great Lakes Historical Society, 325 Superior Avenue, Cleveland 14, Ohio.

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